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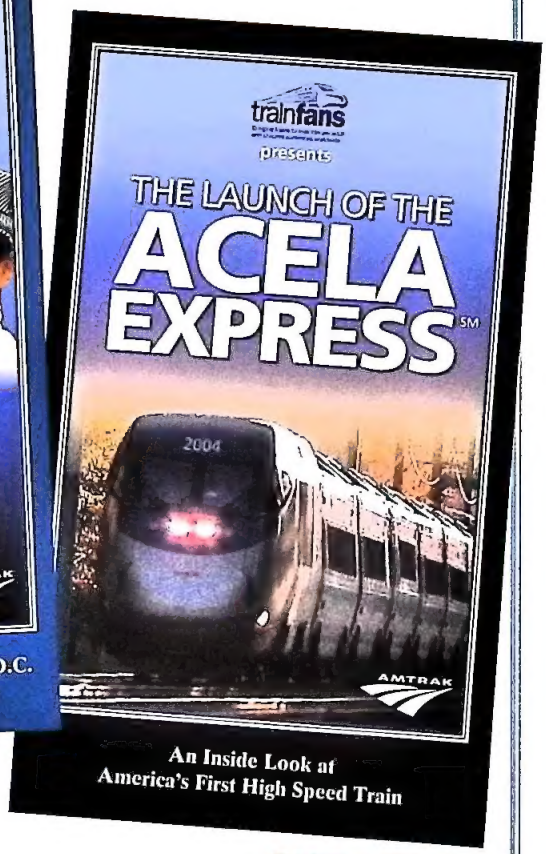

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on the cover

Wisconsin Central train LO12 rolls past the grain elevators at Merrill, Wisconsin, on October 6, 2001. Three days later, WC would be absorbed into Canadian National. Bob Gallegos and a team of photographers headed out to capture the railroad in its final weeks of independence. You can see some of their results beginning on page 30. Photograph by Tom Kidd.

Publisher's Desk

Heavyweight Passenger Cars

PASSENGER CAR BUFFS should appreciate our new book, *Passenger Cars 1*, packed with plans (mostly HO scale), photos and description of many passenger cars. The book is a history of railroading's passenger car development, starting with samples of the earliest four and eight wheel cars used to transport passengers in railroading's formative years. About 1870, the passenger car evolved into a recognizable design with open end platforms, albeit with a variety of window designs. Lengths for open enders gradually increased from about 45 feet to 70 feet.

With time, steam locomotives became more powerful and heavier as rail also become larger and stronger. Passenger trains ran faster, leading to development of narrow vestibuled cars permitting safer movement of passengers between cars. George M. Pullman and others developed the sleeping car, making overnight travel more comfortable. The narrow vestibule gave way to the standard vestibule (did you ever take pictures from the vestibule when the window portion of the vestibule door was open, until chased by an unsympathetic trainman?).

The 80-foot length became the practical maximum length for cars, made possible by heavier truss rodding and center sills to keep the car from sagging. The development of steel center sills led to elimination of truss rods altogether.

Longer faster trains increased the number of train wreck occurrences, many with severe loss of life. These wrecks led to development of all steel cars which were deemed safer and less prone to burning. Many older wood cars were given a steel sheathing and steel underframe, a more economical method of car upgrading than buying an all new steel car fleet. Electricity also reduced the fire danger with introduction of electricity for car lighting in place of earlier Pintsch gas lamps.

Pullman's introduction of the lightweight Foreword in the early 1930s spelled the end of the heavyweight car era, although Pullman and others continued to modernize and upgrade the thousands of existing heavyweight cars for years to come. Section sleepers gave way to cars having roomettes, bedrooms and compartments, although section cars (those with upper and lower berths) continued to be popular, especially in the west and in Canada.

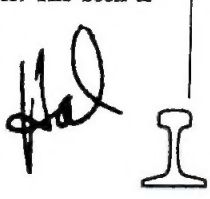
World War II gave a new lease on life to hundreds of section sleepers as they were put into service moving military personnel from camp to camp and to ports of embarkation. Hundreds of new 50-foot heavyweight cars looking much like boxcars with windows added were also specially built for troop service in the early 1940s, as were hundreds of hospital cars needed to transport war wounded to military hospitals around the country.

Wood cars continued in revenue service on some lines long after introduction of the streamlined lightweight equipment. The Boston & Maine used wooden open end coaches (remember the Ambroid HO car kits?) until replaced by Budd RDC cars around 1950. Many short line railroads used wood cars for their passenger service. We saw and rode neat old wooden combines on the Abilene & Southern, Barre & Chelsea and the St. Johnsbury & Lamoille County. We recall a stately truss rodded, wooden coach mixed in with streamlined cars during WWII on the *Kansas City Flying Crow,* appropriately named in an era of Jim Crow. I wasn't allowed to ride in it.

Many wood cars were relegated to non-revenue service after being replaced by more modern equipment as were many heavyweight steel cars when bumped down by newer lightweight equipment. Handsome heavyweight Pullman cars were a sad sight in work train service, painted silver or bright yellow.

Many old wood cars, often former business cars, were saved from the scrappers torch by becoming summer homes. Still other wood and steel cars have been preserved at railroad museums.

Passenger Cars 1 (ISBN 1-59073-003-8). has a page size of 9"×12⅛" and is printed on heavy coated paper. The book is available at hobby shops and railroad museum gift shops, and can be ordered through book stores. You can also order direct from the publisher using your credit card. List price US$32.95 plus New Jersey and Canadian taxes where applicable, or call 800/474-6995 and have your credit card ready.



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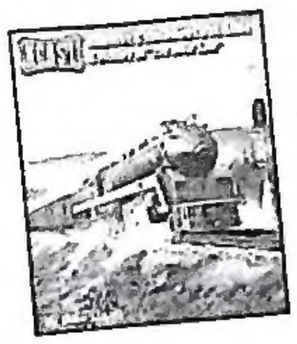

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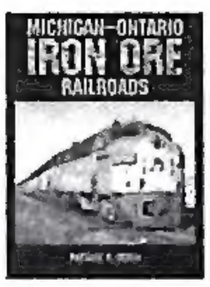

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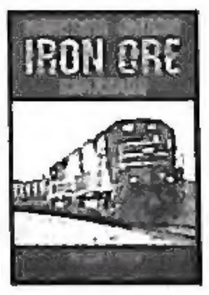

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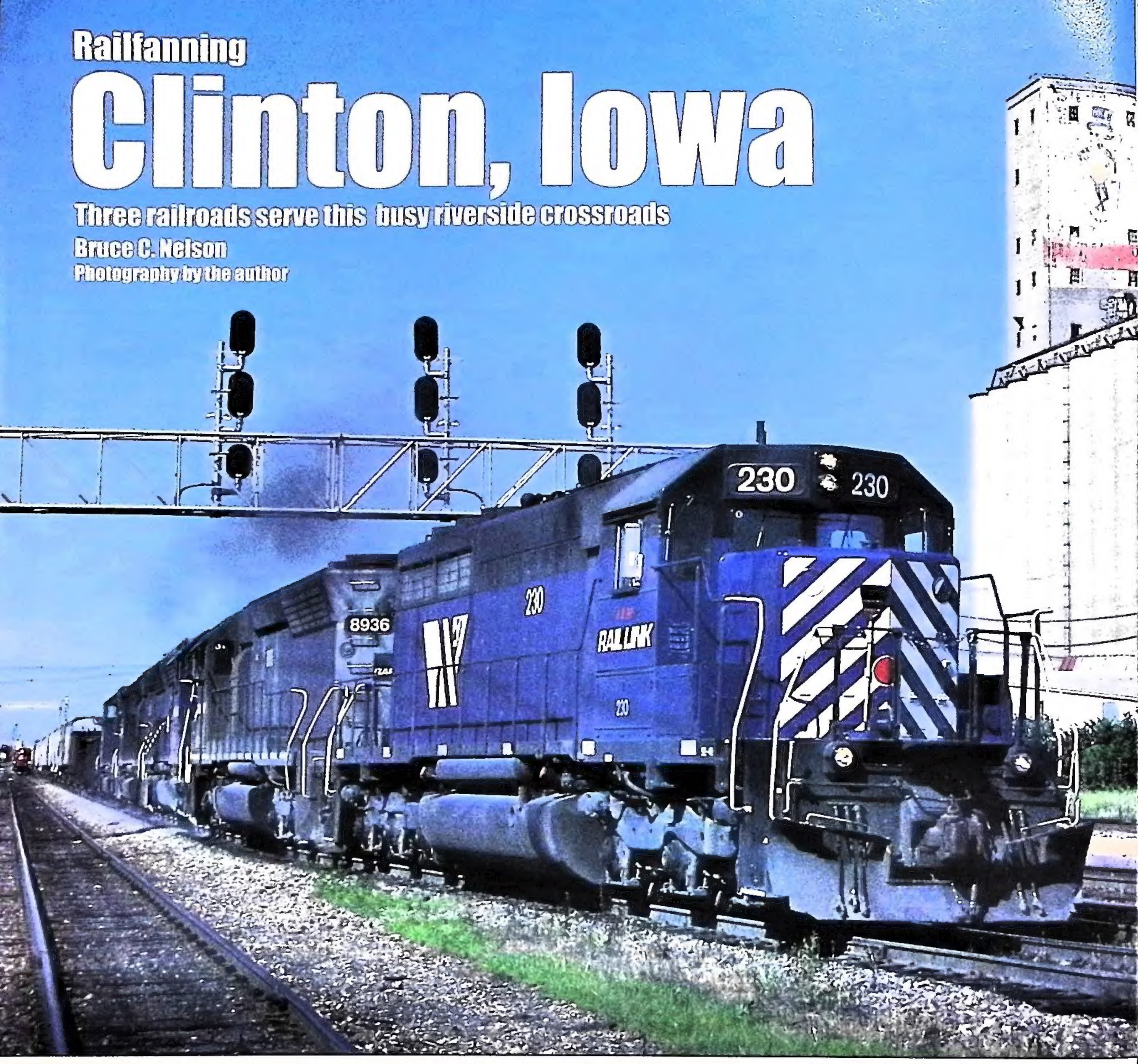
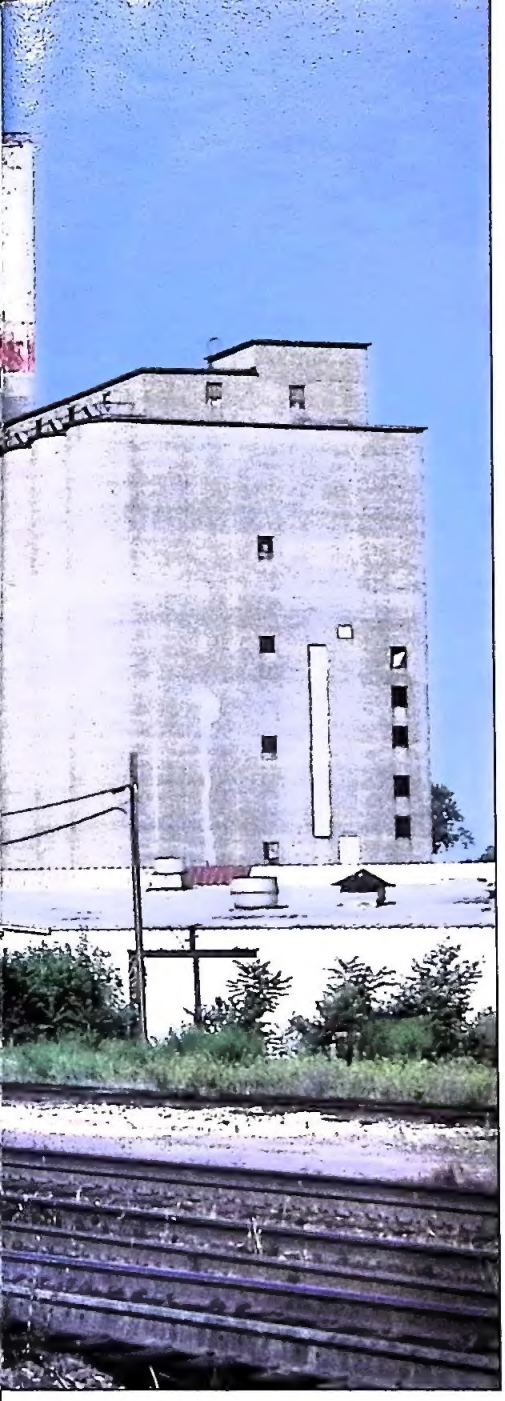
Railfanning

Clinton, Iowa

Three railroads serve this busy riverside crossroads

Bruce C. Nelson
Photography by the author





THE FOUNDING FATHERS of Clinton, Iowa envisioned a settlement with a healthy agricultural economy supported by strong commerce. Their business hopes were high, but little did they realize that one of the nation's largest railroads and busiest commercial waterways would one day intersect right at the city's doorstep.

If you're looking for plenty of trains with a wide variety of power and commodities, then this far eastern Iowa community is a good destination. Uncle Pete pumps dozens of trains through Clinton every day on the former Chicago & North Western Geneva Subdivision with a steady stream of intermodal, bulk commodity and mixed freight trains. Regional I&M Rail Link sends a respectable fleet through the area, with up to ten through trains and two locals, depending on the day of the week. BNSF has a small presence in Clinton, serving the Archer-Daniels-Midland grain elevator and running a weekday local south to the Quad Cities (Davenport and Bettendorf, Iowa, and Rock Island and Moline, Illinois) over IMRL trackage rights.

Certainly the most imposing railroad landmark at Clinton is Union Pacific's Mississippi River bridge. In 1909, the double tracked behemoth was constructed for Chicago & North Western to replace an earlier bridge and provide more capacity for rapidly increasing traffic. Immediately west of the Mississippi bridge lies Fifth Street interlocking that controls the I&M Rail Link-Union Pacific crossing. UP trains entering Iowa pass the former C&NW passenger depot along 11th Avenue South, which now houses a private business. Less than two miles west of the station is Clinton Yard, a crew change point for all through trains and the base for numerous local freights. South of the interlocking is the small facility Burlington Northern Santa Fe maintains for its local switch crew.

I&M Rail Link's former Milwaukee Road Second Subdivision wanders south toward Clinton along the west bank of the Mississippi River from La Crescent, Minnesota, and curves west at Clinton to cross UP's Geneva Subdivision main line at Fifth Street. Once the site of a diamond crossing, the special work at Fifth Street now consists of several crossovers. After crossing the UP main, IMRL trains use their own Clinton Yard before continuing west through Camanche en route to Kansas City, Missouri.

Finding trains to photograph in Clinton is easy by any standard. A scanner is most helpful, but not essential. Union Pacific's dispatcher runs the show in concert with the Mississippi River bridge operator. All UP trains talk to the dispatcher for instructions governing crew changes and yard moves, and IMRL

An eastbound IMRL train behind a mix of older EMD's threads its way across Union Pacific's Geneva Sub at Fifth Street Interlocking in Clinton, Iowa, on its way to Marquette, Iowa and the Corn Lines (TOP LEFT).

The first move of the day for the BNSF Clinton job is to pull cars from the IMRL yard. GP39M 2966 shoves a cut of ADM tank cars toward the IMRL yard, passing the former C&NW Clinton depot on September 21, 2000. No.2966 was rebuilt by VMV from a C&O GP35 (BOTTOM LEFT).

Scheduled passenger service to Clinton ended with the advent of Amtrak on May 1, 1971, but the former C&NW station still sees the occasional passenger extra or detoured Amtrak train. On August 13, 1995, UP's executive E's, running "reverse main" on the left-handed former C&NW, bring a westbound passenger excursion from Chicago into town (BELOW).

Two of EMD's most successful designs meet as a set of new UP SD70M's on an eastbound stack train pass a pair of elderly IMRL Geeps assembling the return leg of the daily Nahant (Davenport)-Clinton 914 Local at Clinton on June 18, 2000 (ABOVE).

A pair of former Soo Line IMRL GP9s struggle to accelerate the 914 Local west after meeting two through freights at Camanche on September 18, 2000. (RIGHT).

Archer-Daniels-Midland's ex-IC GP10 often pulls out onto public property while switching the plant. The switcher is working on July 23, 2000 (BELOW RIGHT).

through trains must receive permission from the UP dispatcher to cross the Geneva Subdivision. The IMRL Second Subdivision is under Track Warrant Control on either side of the Clinton Yard limits, so any train operating in the area will talk to the IMRL dispatcher to obtain a warrant.

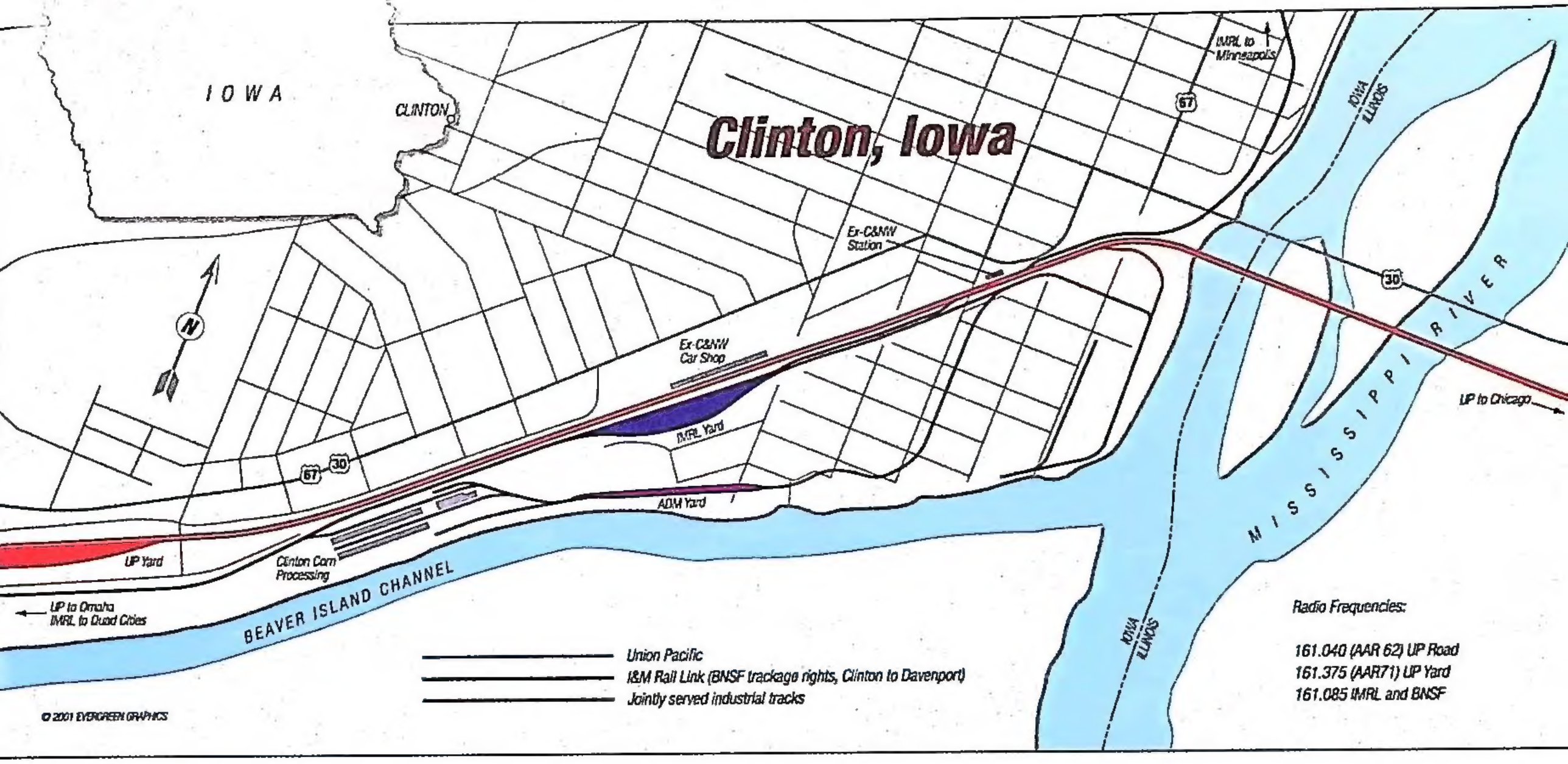
Motive power variety is the name of the game at Clinton. Union Pacific diesels of every model on the roster are likely to show up on the Overland Route main, including those painted for predecessors C&NW, SP and Rio Grande, as well as run-through power from other lines. UP's new SD70M's are frequent visitors to Clinton, with more arriving every day. IMRL trains use a vairety of older power, including high-hood Geeps (most often found on the locals), runthrough power from UP, BNSF or KCS, and leased locomotives. BNSF usually assigns a medium horsepower four-axle road switcher to its Clinton job.

While operations can be observed from a number of public areas, the best place to see the most action is in the vicinity of the Fourth Street viaduct. Trains may be photographed from public property well away from the tracks with grain elevators, the former C&NW depot or the swing bridge for a backdrop. All UP and

IMRL through freights pass this location, and the BNSF switcher parks nearby. Be extremely careful; multiple train movements often occur simultaneously.

Both the UP and IMRL yards are posted "no trespassing" and are off limits to visitors, but operations in both are easily observed and photographed from public property. The IMRL yard is adjacent to the intersection of South Fifth Street and 14th Avenue South, and UP's yard is best viewed from the South 14th Street bridge between U.S. 30 and Beaver Channel Parkway.

If main line traffic slows down, or you just get bored watching all the UP and IMRL trains, be sure to check out the ADM yard



Assigned to IMRL's 915 Local, CIT Leasing GP38-3 6537, rebuilt from an SP GP35, spends an idle Sunday afternoon at the yard while big GE's keep Uncle Pete's traffic moving on the former C&NW Geneva Sub on July 23, 2000. On an eastbound double-stack train, UP No.9829 awaits a fresh crew on Track 1 while No.7527 highballs east on Track 2 with a piggybacker.

located near South Fifth Street and 19th Avenue South. The facility is fenced and posted "no trespassing," but ADM's GP10 will periodically venture out of the yard. The patient photographer will be rewarded with unobstructed views of the former Illinois Central Geep shuffling covered hoppers and tank cars around the plant.

The frequency and variety of trains at Clinton make chasing unnecessary. But if you're looking for more scenic variety or a change of pace, good photo locations abound in all directions. U.S. 67 generally follows IMRL's tracks out of Clinton, while U.S. 30 roughly parallels the UP. IMRL rails generally follow the Mississippi River north all the way into Minnesota (although not always close to roads) and south to Muscatine, Iowa. UP's ex-C&NW main line offers rural scenery in both Illinois and Iowa with "prairie skyscrapers" (grain elevators) the norm.

Clinton boasts plenty of lodging and eating establishments, plus several family attractions; check the *www.clintonia.com* web site. Non-railroad attractions abound, and there's also lots of river action to see, including both freight and passenger vessels. A good location to observe and photograph river commerce is the Army Corps of Engineers Lock & Dam 13 just north of Clinton. Spend a day or two at Clinton and chances are you'll leave with a wide variety of memories and photographs.

Triumph IV

HARRISBURG TO ALTOONA 1846-2001

By David W. Messer

Edited by Charles S. Roberts

Now the storied Middle Division, the fourth volume in our monumental *Triumph* history series of PRR. The serpentine Middle Division from Marysville west to Altoona and Hollidaysburg, a tribute to Edgar Thomson's genius, was often improved but never replaced. This 155-year saga includes the *full* history of the fabled Altoona shops and yards, Thomson's seminal 1848 Report and the Ghost railroads that never made the cut. This offering of 400 pages features 565 maps, illustrations and photographs (65 in full color), most published for the first time. Hardbound with five-color cover, enamel paper throughout, 8 1/2 x 11" format. At serious dealers or order direct. *Satisfaction guaranteed, as always.* $65.00 plus $7.00 delivery, MD residents add $3.25 tax. VISA/MC welcomed.

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Timetable

Railfan events guide

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

SACRAMENTO, CALIFORNIA, through February 17. "Take the Train: Sam Hyde Harris and the Art of Persuasion" featuring promotional posters painted for the Southern Pacific from the mid-1920s through the late 1940s at the California State Railroad Museum. Some posters for Santa Fe and Union Pacific will also be displayed. The museum is open daily except Christmas and New Year's Day from 10am-5pm. For more information contact the museum at 916/445-6645 or visit *www.californiastaterailroadmuseum.org.*

PHILADELPHIA, PENNSYLVANIA, February 2. Super Saturday Streetcar Special IX sponsored by the Wilmington Chapter NRHS covering SEPTA routes using "Red Arrow" PCC 2799. Numerous quality photo stops. Trip departs Elmwood car barn at 10am. Tickets $35 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860. For information phone 973/383-3355 (9am-5pm ET). MC/VISA accepted at *www.daylightimages.com/streetcar9.*

BOSTON, MASSACHUSETTS, February 16-24. New Orleans Express via Amtrak's *Crescent.* Six nights at the Bienville House in the French Quarter. All-inclusive fares with coach class start at $1300 per person, double occupancy. For information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445; *www.mysticvalleyrs.org.*

WASHINGTON, NEW JERSEY, March 24. EastRAIL 2002 railroad multi-media show sponsored by the United Railway Historical Society of New Jersey. Scheduled presentations include Erie Lackawanna by *Railpace* editor Tom Nemeth, railroad music videos by Pentrex's Dan Hadley, Western summer vacation, Don Ball calendar photos, Dixie short lines, New Jersey railroad bridges, Great Lakes ore boats, the Louisville & Nashville, more. Tickets at the door $15 adults, $8 kids under 16; advance tickets $10 adults, $5 kids under 16 from URHS, P.O. Box 711, Clark, NJ 07066; Visa/MC secure ordering at

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BOSTON, MASSACHUSETTS, April 5-7. Cherry Blossom Special to Washington, D.C., via Amtrak's Twilight Shoreliner. Trip departs Friday evening, returns Sunday evening, package includes lodging, meals, transportation to cherry blossoms and more. Coach fares start at $300 per person, double occupancy. For information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445; *www.mysticvalleyrs.org.*

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; *www.trainsunltdtours.com*) is sponsoring the following rail tours. Write for a free catalog.

July 27-August 11, Rocky Mountain Train Splendors in Oregon, Washington, Idaho, Montana, Wyoming, Utah and Colorado; includes Amtrak, Mount Hood Railroad, *Montana Daylight*, Heber Valley, Pikes Peak, Royal Gorge, more.

September 28, Nevada Northern Spectacular with two steam locomotives on chartered trains.

September 30-October 1, Rio Grande Photo Freight on the Cumbres & Toltec Scenic.

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Cuba, February 9-24 and March 2-17, sugar plantation steam and Hershey Electric.

China, March 2-16 and October 12-27, with plenty of main line steam including QJ 2-10-2s double-headed and triple-headed, Jingpen Pass and more.

Mexico, March 23-30, private luxury train of ex-*California Zephyr* equipment to Chihuahua, Copper Canyon, Los Mochis, Mazatlan and Guadalajara.

Mexico, March 30-April 7, private charters with steam and ex-*California Zephyr* passenger equipment with rare mileage and plenty of runbys on Ferromex.

Ecuador/Peru, July 13-28, featuring 17 charters with steam, diesel and railcars.

Russia, nine tours with steam, diesel and electric including the *Trans-Siberian Express.*

RAILROADIANA MEETS

GATS LIMITED will hold Great American Train Shows, Great Western Train Shows and Great Midwest Train Shows at the following locations. Hours are 11am-5pm (10am-4pm for Wheaton, Ill.), admission $7 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652; *GATS@ibm.net; www.gats.com.*

January 5-6, St. Louis, Mo., America's Center.
January 5-6, Anaheim, Cal., Convention Center.
January 12-13, Novi, Mich., Expo Center.
January 12-13, Salt Lake City, Utah, State Fairpark.
January 13, Wheaton, Ill., DuPage County Fairgrounds.
January 19-20, Atlanta, Ga., Cobb Galleria Centre.
January 19-20, Houston, Texas, Reliant Park/Astrodome.
January 26-27, Indianapolis, Ind., State Fairgrounds.
January 26-27, Sacramento, Cal., Exposition & Fairgrounds.
February 2-3, Jacksonville, Fla., Agriculture Center.
February 2-3, Louisville, Ky., International Convention Center.
February 9-10, Winston-Salem, N.C., Dixie Classic Fairgrounds.
February 9-10, Albuquerque, N.M., State Fairgrounds.
February 10, Wheaton, Ill., DuPage County Fairgrounds.
February 16-17, King of Prussia, Pa., Valley Forge Convention Center.
February 16-17, Portland, Ore., Metropolitan Exposition.
February 23-24, Columbus, Ohio, Expo Center.
February 23-24, Denver, Col., National Western Complex.

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, 11am-4pm each day. Admission: $6 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 1393 Progress Way, Suite 907, Eldersburg, MD 21784; 410/795-7447; *www.greenburgshows.com.*

January 5-6, Providence, R.I., Convention Center.
January 5-6, Virginia Beach, Va., Convention Center.
January 19-20, York, Pa., Expo Center at the Fairgrounds.
February 9-10, Upper Marlboro, Md., Prince George's Equestrian Center.
February 16-17, Norcross, Ga., Atlanta Trade Center.
February 16-17, Fort Washington, Pa., Expo Center.
February 23-24, Monroeville, Pa., Pittsburgh ExpoMart.
February 23-24, Nashville, Tenn., Convention Center.

WATERBURY, CONNECTICUT, January 6. Train Show sponsored by Classic Shows, LLC, at the Waterbury Sheraton, 3580 East Main Street, 9am-2pm. Admission $4, kids 12 and under free with adult. Information: Classic Shows, LLC, P.O. Box 2415, Shelton, CT 06484; 203/926-1327.

DAYTON, OHIO, January 13. All Train Swap Meet at the Montgomery County Fairgrounds, 1043 South Main Street (State Route 48), 11am-4pm. Admission $3, kids under 12 free. Information: Larry Zeller, 4646 West U.S. Route 36, Piqua, OH 45356; 937/773-7186.

PLANO, TEXAS, January 19-20. Dallas Area Train Show at the Plano Centre, 2000 East Spring Creek Parkway, 10am-5pm. Admission $6, kids under 12 free. Information: nancy Herring or Bob Bray, c/o LMRA 340 Bryant Irvin Road, Fort Worth, TX 76109; 214/537-1278.

FALL RIVER, MASSACHUSETTS, January 20. 15th Annual Railroad Show sponsored by the Old Colony & Fall River Railroad Museum, Inc., at B.M.C. Durfee High School Gym, 360 Elsbree Street, 10am-4pm. Admission $3, kids 2-12 $1, under 2 free with adult. Information: Jay Chatterton, Old Colony & Fall River Railroad Museum, Inc., P.O. Box 3455, Fall River, MA 02722-3455; 508/674-9340; *railroadjc@aol.com.*

DELAND, FLORIDA, January 26. Florida Railfair sponsored by Golden Spike Enterprises, Inc., at the Volusia County Fairgrounds, Tommy Lawrence Arena, 9am-4pm. Admission $5, kids under 12 free. Information: Charles Miller, 3106 North Rochester Street, Arlington, VA 22213; 703/536-2954; *alabar91@aol.com.*

LaCROSSE, WISCONSIN, January 26. Great Tri-State Rail Sale, Railroad Flea Market & Swap Meet sponsored by The 4000 Foundation, Limited, at the LaCrosse Center, 300 Harborview Plaza, 9am-3pm. Admission $3, kids under 12 free. Information: The 4000 Foundation, P.O. Box 3411, LaCrosse, WI 54602-3411; 608/582-4761.

HAMILTON, ONTARIO, January 27. Show & Flea Market at the Ancaster Fairgrounds, Marritt Hall, 625 Highway 53 East, 10am-3:30pm. Admission $3, seniors $2.50, kids under 12 free. Information: John Henwood at 905/335-9112.

ANDOVER, MASSACHUSETTS, February 10. Rail-A-Rama XXXIII sponsored by the Mystic Valley Railway Society, Inc., at the Ramada Rolling Green, 311 Lowell Street (exit 43 off Route 93 North), 10am-4pm. Admission $3, kids 5-12 $1, under 5 free. Information: Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445; *www.mysticvalleyrs.org.*

PHOENIX, ARIZONA, February 16. Everything Railroad Winter Swap Meet sponsored by the Sahuaro Central Railroad Heritage Preservation Society, Inc., at the North Phoenix Baptist Church Family Life Centr, 5757 North Central Avenue, 10am-2pm. Admission $4, kids 12 and under free with adult. Information: Elden "Ellie" Barbieri, 4115 East Siesta Lane, Phoenix, AZ 85050-3765; 602/494-7430; *EllieB0440@aol.com.*

WALLINGFORD, CONNECTICUT, February 17. Train Show sponsored by Classic Shows, LLC, at Zandri's Stillwood Inn, 1074 South Colony Road, U.S. Route 5 (exit 13 off I-91), 9am-2pm. Admision $4, kids 12 and under freee with adult. Information: Classic Shows, LLC, P.O. Box 2415, Shelton, CT 06484; 203/926-1327.

RICHMOND, INDIANA, February 17. All Train Flea Market at the National Guard Armory, 1200 West Main, 10am-3pm. Admission $2, kids under 12 free. Information: Larry Zeller, 4646 West U.S. Route 36, Piqua, OH 45356; 937/773-7186.

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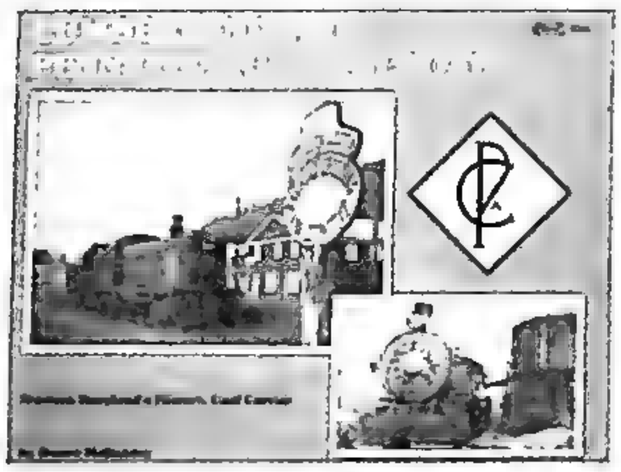

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In Focus

News-feature

EMD's Tested in Colorado

NEW EMD LOCOMOTIVE DESIGNS were put through their paces in Colorado last fall. A pair of modified SD70M's were used in high altitude emissions testing along Union Pacific's Moffat Line between Denver and East Portal, while three Motive Power, Incorporated, "Geeps," a GP15D and two GP20D's, worked Rock & Rail stone trains in the Pueblo area.

EMD performed emissions tests on two UP SD70M's of the five (Nos.4635-39) built in October 2000 with modified cooling systems (and their distinctive flared radiator sections) to comply with EPA Tier 1 standards. The test set (UP SD70M 4635, 4637, EMD test car ET820, SD89 test bed GM-92 and SD60M 9041) arrived at Plain, Colorado, from the Transportation Technology Center (TTC) near Pueblo on October 8, 2001. No.4637 was equipped with a stack extension fitted with sensors to evaluate exhaust emissions. Static testing took place at Plain and East Portal. The test set returned from East Portal to Denver on October 26th. EMD left SD89 GM-92 at Denver, while the other units and test car ET820 departed on the point of UP's Denver to Salt Lake City train that afternoon. SD60M 9041 led at all times on the road, since the SD70M's were wired for instrumentation monitoring. The EMD set was cut off at Grand Junction, Colorado.

UP returned the test set east on a Grand Junction to Denver train, arriving Denver before sunrise on October 29th. At North Yard, GM-92 rejoined the test set and rolled south on UP's Denver to Pueblo train en route back to the TTC via Avondale (interchange point on BNSF line).

This was the second time EMD conducted emissions tests on the Moffat Tunnel Subdivision this year. The units were also tested in March 2001 under colder conditions. In addition to Nos.4635 and 4637 testing in Colorado, UP 4636 is being tested at the EMD plant while Nos.4638 and 4639 are running in system-wide road service.

Meanwhile, CEFX GP15D No.1501 and GP20D's 2001 and 2002 were road tested on Rock & Rail stone trains in mid-October. Running east from Parkdale, Colorado, on the Royal Gorge Line to Pueblo and north on the Joint Line to the Agile Stone plant at Kelker, the units were occasionally mixed with Rock & Rail power.

The low-horsepower units were designed by Boise Locomotive (now MotivePower, Incorporated) of Boise, Idaho. The units are now marketed by EMD and built under contract by MPI. Caterpillar model 3512 (V12, 1500 h.p.) or 3516 (V16, 2000 h.p.) engines power the units, and both models have Blomberg trucks, 2300 gallon fuel tanks, cab air conditioning and heated windows. Dynamic brakes are an option on the GP20D, which is equivalent to a GP38-2. Leaser CIT Financial Group owns ten GP15D's and 30 GP20D's. — *CHIP SHERMAN*

TWO PHOTOS: DAREN GENAU

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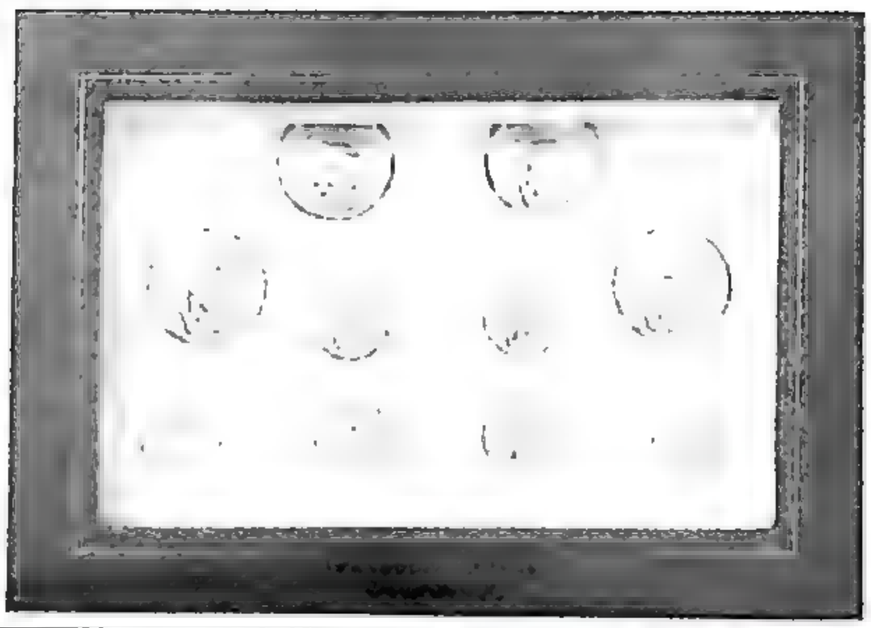

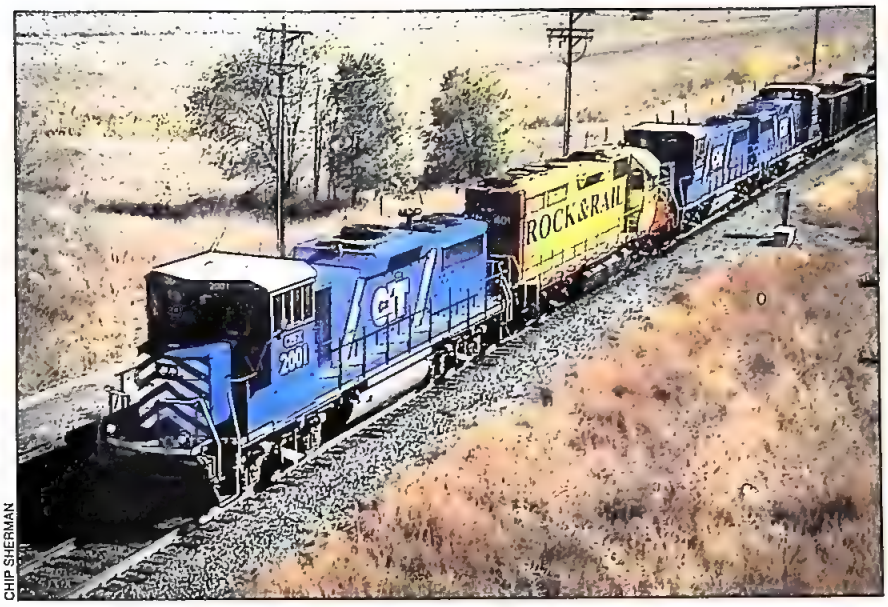

CHIP SHERMAN

*Dynamic brake-equipped CEFX GP20D's 2001 and 2002, and GP15D 1501 team up with Rock & Rail GP40 401 on a northbound Agile Stone train at Fountain, Colorado, on October 25, 2001. The GP40 was in the consist to compare its fuel consumption with the new units (**above**). Union Pacific SD70M's 4635 and 4637, EMD test car ET820, EMD SD89 test bed GM-92 and Oakway Leasing SD60 9041 were used for stationary high-altitude emissions testing on the former Rio Grande Moffat Line at Plain, Colorado, on October 12th. No. 4537 is equipped with an instrumented stack extension, and the units' central air intakes and radiators are partly blocked off. The white trailer houses testing equipment and crews (**below** and **left**).*

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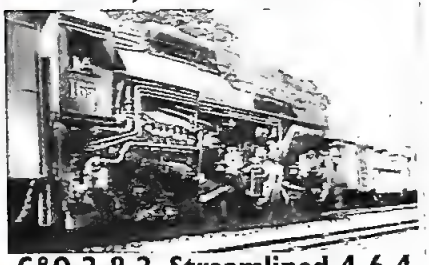

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Fanmail

Letters from readers

Southern Indiana's re-powered Alcos

I have some additional information regarding the two former Westmoreland Coal re-powered Alcos now working on the Southern Indiana (RAILFAN & RAILROAD, December 2001) that I would like to share with your readers. I have enclosed a photo of three of the Westmoreland units, lettered as PRC Nos.1-3, at the old Blue Ridge wye at Anderson, South Carolina, upon delivery to Pickens by Norfolk Southern in September 1997. The units were taken to Docheno where Pickens had a large siding. Docheno is on the old Greenville & Columbia between Belton and Honea Path.

TWO PHOTOS: WALT SANDERS

There they were repaired and painted gray.

They were renumbered Pickens Nos.7-9; Nos.7 and 8 were m.u.'d and worked mainly in Anderson and South Anderson. No.9 worked Anderson-Belton-Hoinea Path, exchanging cars at Belton Junction with CSX on the old Piedmont & Northern. Pickens 7 and 8 were reworked and became Southern Indiana Nos.103 and 104. As far as I know, Pickens No.9 is leased to Carolina Power & Light near Asheville, North Carolina.

The units were made surplus this year when Pickens purchased six CSX U18B's. Three of these are working Anderson/South Anderson and two between Honea Path and Anderson. One will be used for parts. They remain in CSX orange with CSX markings painted over with black paint with white letters and border added.

WALT SANDERS
ANDERSON, SOUTH CAROLINA

In the UP roundhouse

I have just finished reading the December 2001 issue of R&R. As a veteran Union Pacific employee (retired) of 44 years, I always enjoy articles concerning the UP.

Walter Lankenau's article was interesting but I found errors in his listing of steam locomotives in the Cheyenne roundhouse. The following is a list of locomotives in the shop at that time:

UP 1243 Ten Wheeler, not No.28
UP 5511 2-10-2, not Mountain type
UP 838 Northern, not 833
UP 3985 Challenger, not two Challengers
UP 4023 Big Boy 4-8-8-4, mistaken for the second Challenger

HAROLD W. MATHEWS
UNION PACIFIC HISTORICAL SOCIETY
NORTH PLATTE, NEBRASKA

The 1243 had "28" displayed in the train number boards. The other misidentifications come from overwhelmed youthful enthusiasm, just trying to take it all in. — W.C.L.

Park engineer

In the October 2001 issue on page 36 you pictured my now deceased fiance, Mr. Walter C. Hazzlerigg, Jr., on the Forest Park Train Ride. He didn't get to see himself in your magazine but I know he would've loved seeing himself in one of his favorite magazines. I bought all the issues at Books A Million and gave copies to his kids and grandkids. Thank you for printing Walter's picture. He was a true rail fan (or "train nut" as we called ourselves).

YOLANDE FEDUCCIA
JACKSON, MISSISSIPPI

September 11, 2001

I very much appreciate your sympathetic treatment in your December 2001 issue of the unspeakable horrors perpetrated in Manhattan recently. It was a subject your magazine could have avoided altogether but the magnitude of the tragedy has impacted us all significantly both spiritually as well as materially and your treatment was appropriate and welcome.

Your page 66 photo and your comments are particularly significant to me because I witnessed a similar view of the Twin Towers from a plane leaving Newark airport about 6:00 p.m. on September 9th. I thought how beautiful and impressive, and how representative of New York City they were gleaming in the light of the late afternoon sun. Now they and 7000 people are gone! Justice can never be done!

ROBERT A. BRANDON
ST. LOUIS, MISSOURI

R&R WELCOMES letters from readers. Send letters to the editor to RAILFAN & RAILROAD, FANMAIL, P.O. Box 700, Newton, NJ 07860, or via e-mail: *steveb@railfan.com*. We reserve the right to edit for space and style.

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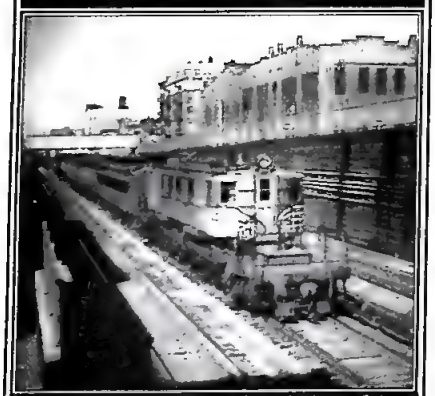
NYC's third rail electric locomotives are featured in the intro. Follow us on our trip as we depart St. Louis Union Station through Indiana and Ohio. See rare NYC Fairbanks Morse and Baldwin diesels. Side trips take us to Louisville, Kentucky and Cincinnati. Then our journey skips to New York State along the four-track main line during the 1940's and 50's viewing NYC steam and early diesels. Follow us along the third-rail territory with all the P, T and S "motors". Volume Two ends at NYC's Park Avenue Tunnel before entering Grand Central Terminal
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New product news and reviews

Calendar Call

The ***Sierra Railroad 2002 Calendar*** features twelve oil paintings by Patrick Michael Karnahan, Sierra's Special Events & Marketing Coordinator. The full-color 11"×17" calendar includes images of Pickering Lumber Heisler No.10; Sierra Mikado 34; Consolidation 24; ex-Dardanelle & Russellville 4-4-0 No.8 doubleheading with Sierra No.3; a tripleheader with No.3, 28 and 34; 2-6-6-2 No.38; and the diesel powered *Golden Sunset* dinner train. The calendar is available from the Sierra Railroad Company, 220 South Sierra Avenue, Oakdale, CA 95361; 209/848-2100 or on the web at *www.sierrarailroad.com* for $12.00 plus $2.00 shipping.

The ***Union Pacific Railroad 2002 Calendar*** is available for $10.00 postpaid (Missouri residents add 7.1% sales tax) from Union Pacific Railroad, P.O. Box 7498, Kansas City, MO 64116-0198, or from UP's website: *www.uprr.com*. The full-color calendar folds out to 20"×14" and features 12 10"×14" photographs of modern UP power all over the system in all seasons, shot by some of the hobby's best-known photographers.

The ***Baltimore & Ohio Railroad Historical Society 2002*** calendar is available for $11.00 postpaid in the U.S. and $15.00 postpaid foreign from the Baltimore & Ohio Railroad Historical Society, P.O. Box 24068, Baltimore, MD 21227-0568. The 11"×17" full color calendar mostly features freight, passenger and work equipment from the steam to diesel transition era, including Pacifics, Mikados, passenger Geeps, and F-units in the classic blue, gray and black scheme. There's also a nice roster shot of a Winchester & Western GE 70-tonner.

Ted Rose: Images of Railroading 2002 is available from Cedco Publishing Company, 100 Pelican Way, San Rafael, CA 94901; *www.cedco.com*; 800/233-2624; for $12.00 plus $5.00 shipping. This large (opens to 12"×24") full-color calendar features twelve evocative Ted Rose watercolors of subjects ranging from a main line coaling tower silhouetted by a deep red sunset, to C&NW E units meeting a steam-powered commuter train in Chicago, to a CSX freight passing a steel mill. Rose is one of today's most popular rail artists and his fans will want this calendar. Cedco offers ten other railroad calendar titles: *Santa Fe Railway*, *Southern Pacific*, *Colorado Narrow Gauge*, *Howard Fogg's Trains*, *Canadian Trains*, *Pennsylvania Railroad*, *American Streetcars*, *Red Cars/Yellow Cars*, and *Those Magnificent Trains*. Volume discounts are available; contact the publisher for more information.

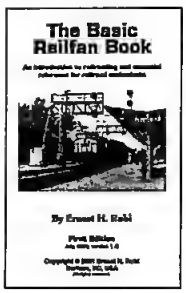
The ***2002 Railway Calendar*** is available from the Lackawanna & Wyoming Valley Railway Historical Society, Calendar, Dept. C.C., P.O. Box 3452, Scranton, PA 18505-0452; *www.laurellines.com*; for $6.25 postpaid. The 11"x17" calendar features 14 b&w images of steam, diesel and electric subjects in northeastern Pennsylvania, plus a color cover. The cover shows four Erie Lackawanna GP7s on a train of auto racks at Moscow, Pennsylvania. Interior subjects include a D&H Camelback 0-6-0 switching commuter cars at Green Ridge Yard, Wilkes-Barre Railway streetcars on East Market Street in downtown Wilkes-Barre, a Lackawanna Pocono at the Scranton coal dock, West Pittston-Exeter's Alco S3, an L&WV freight motor in Scranton, a Pennsy K-4 on a westbound passenger train at Milton and a set of Reading diesels on a Lehigh Valley freight at Pittston.

The ***New York, Susquehanna & Western 2002 Calender*** is available from the New York, Susquehanna & Western Technical & Historical Society, P.O. Box 121, Rochelle Park, NJ 07662-0121 for $9.95 plus $2.00 postage. This full-color 11"×17" calendar features Mikado No.142 on excursions, a stack train on Starrucca Viaduct, B40-8s passing Rochelle Park in the snow, an SD45 on a Northern Division freight, an SD70M leading a B40-8 down Schuyler Street in Utica and more.

BOOK REVIEW

The Basic Railfan Book

By Ernest H. Robl; 280 5½"×8½" loose-leaf pages; $27.95 plus $3.05 shipping (NC residents add 6% sales tax) from Ernest H. Robl, P.O. Box 3270, Durham, NC 27715-3270; 919/401-9480; *www.robl.w1. com.*



This book is intended as a basic reference for the neophyte railfan. It is printed "on demand," allowing each new copy to contain the latest information. Its unusual loose-leaf format fits into a "memo size" binder, allowing older copies to be updated. *The Basic Railfan Book* is packed with information intended to help beginning railfans understand the nature of the business, railroad nomencla-ture, and basic photography techniques.

In plain language, the book outlines the early development of railroads, then delves into "infrastructure," operations, signals, communications, locomotives, rolling stock, traveling by train, photography, railroadiana, model railroading, railfan trips and, finally, safety on and around railroads.

The economics of right of way ownership are discussed, as are track gauge, rail, ties, switches and crossings. The basics of timetable and train order operation, track warrant control and direct traffic control are explained. Block signaling and centralized traffic control are defined and illustrated with charts and diagrams. Telegraph and radio communications are described, along with a chart of AAR radio channels and their frequencies. The selection and use of scanners for monitoring railroad communications is discussed, along with advice on choosing and using antennas.

Robl discusses diesel and electric locomotives, comparing freight and passenger units, but only two wheel arrangements, B-B and C-C, are mentioned. While they're the most common, a fan is likely to encounter an E unit or Centennial, and would

also need to know about the A1A-A1A and D-D wheel arrangements. Steam locomotives are given considerable space, too, including a chart showing major wheel arrangements and their names.

Freight and passenger cars get a thorough overview, including emphasis on intermodal freight equipment. Robl explains the differences between intercity, commuter, heavy rail and light rail passenger operations. Passenger service provided by Amtrak, Alaska Railroad, VIA and several private tour operators is covered, along with information on tourist lines and dinner trains.

Rail photography, memorabilia collecting and model railroading are covered in some detail. A chapter on how to plan a railfan trip covers researching your chosen area, finding accommodations and food, and how to consult maps and other resources to give yourself an edge when arriving at your destination. Railfanning and train travel in foreign countries is covered, too. A final chapter on resources includes the names, addresses, phone numbers and websites of many magazines and other publications such as atlases and "railfan timetables." Perhaps most useful of all for beginners is the glossary, Chapter 18, which defines frequently used railroad terms and slang.

The book's format is a bit spartan, but it's full of useful information that nearly any railfan, not just a neophyte, can use. More careful copy editing would have caught a few errors (a 2-8-0 is not a Mikado), but overall *The Basic Railfan Book* is a very good value, loaded with good, useful information. — *W.C.L*

DESK ORGANIZER

The San Bernardino Railway Historical Society offers a desk organizer made of used boiler tubes from the Society's Santa Fe 4-8-4 No.3751. All proceeds from the sale of this

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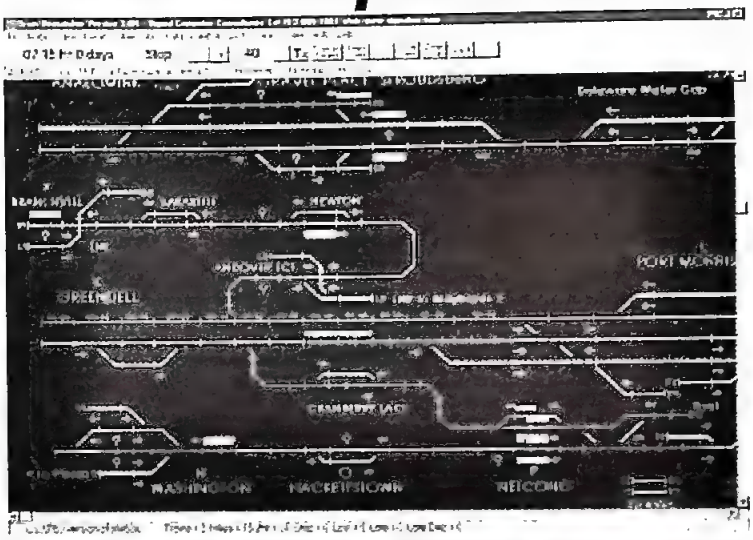

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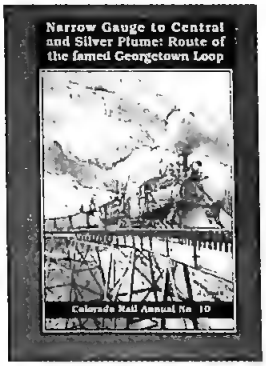

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sales tax. Laid out like a railroad employee timetable, this 80-page volume covers the operations of Union Pacific, Burlington Northern & Santa Fe, BHP Nevada, Utah Railway, Great Western, Amtrak and various short lines (now including Heber Valley and Salt Lake City Southern) and excursion lines. Revised train symbol listings are provided for BNSF and UP, with updated speed limits, detectors and control point information. Anyone actively railfanning in the region will want this publication for its up-to-date information.

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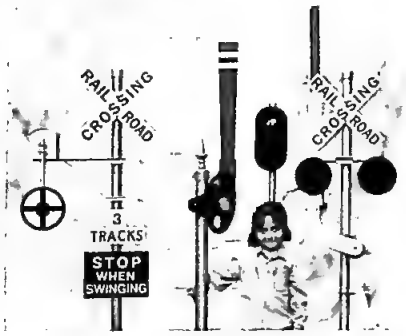

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CD REVIEWS

Here the Lonesome Whistle Blow

by the Black Irish Band; available from Black Irish Band, 1310 North Shaws Flat Road, Sonora, CA 95370; *www.blackirish.com;* $18.00 includes shipping.

A Treasury of American Railroad Songs & Ballads Volume II

Featuring Wayne Moore from Shiloh Records; available from Beau Town Records, 9853 Tywood Court, Sacramento, CA 95827-2818; *www.geocities.com/beautown/shiloh.htm;* $14.99 plus $3.00 shipping.

Train songs have long been a staple of country and folk music, and are a part of American history. These two CD's are rather diverse — and while you won't find "I've Been Working on the Railroad" or "Casey Jones" on either, you will find some standards mixed in with little known country material and some original compositions (and you'll find "The Wreck of the Old 97" on both).

Let's start with *Here the Lonesome Whistle Blow* by the Black Irish Band. This all-acoustic album is rooted more in folk than country. The music focuses primarily on songs about railroad personalities — workers, robbers, hoboes, engineers and the like. Therefore, you'll find songs like "John Henry," "Paddy Worked on the Railway" (in both the traditional English version and the Union Pacific track-laying version), "Jesse James" and "900 Miles."

While I understand the marketing necessities of including well-known material on a train album, the Black Irish Band could have put out a fantastic album of original material. This CD really shines on original compositions by band member Patrick Michael Karnahan. "Dreams of the Yukon" tells of the building of the White Pass & Yukon Route, with a French horn setting the mood. "The Sierra" is a tribute to the railroad of the same name (incidentally, a Ted Benson photo of the Sierra adorns the CD's cover). "Train to Utah" describes the life of an engineer.

On the other hand, *A Treasury of American Railroad Songs & Ballads Volume II* consists entirely on older (albeit in many cases unknown) country and bluegrass songs, newly recorded with Wayne Moore on vocals. Railroad music enthusiasts will recognize songs on this album that had been previously done by Jimmie Rodgers, Roger Miller, Hank Snow, Hank Williams, Johnny Cash, Elvis Presley and even U. Utah Phillips. The CD starts off with "Put Me on a Freight Train," written by country tunesmith Max D. Barnes. Next is "Ben Dewberry," originally recorded by Jimmie Rodgers, complete with Jimmie's classic guitar intro. This is followd by "Hobo's Last Ride," recorded in the past by Hank Snow (Hank called it "The Last Ride" on the classic *Railroad Man* album). This is one of my all time favorite train songs, starting out "in the Dodge City yards of the Santa Fe."

There are two Roger Miller tunes on the disc. The first, "Engine, Engine No.9," has been given a fresh take by Moore, while the second, "King of the Road," is strictly country karaoke. The C&O fares pretty badly on this album, with no fewer than three songs about C&O wrecks ("The Wreck of the *Sportsman*," "Wreck of the C&O No.5" and "Wreck of the 1256"). The jewel case insert even includes photos of two of the wrecks.

Other tunes include the John Prine-penned "Paradise," "Starlight on the Rails" (previously recorded by U. Utah Phillips), "Mystery Train" (written by Sam Phillips and recorded by Elvis back in his Sun Records days), "One More Ride" (written by Bob Nolan of the Sons of the Pioneers and later recorded by Johnny Cash) and "Pan American" (written and originally recorded by Hank Williams). While "Rock Island Line" has been done a variety of ways, the version on this collection is pretty much a copy of the Sun Records version done by Johnny Cash in the 1950s.

Overall, both of these albums have very clean arrangements and good vocals, and the engineering on both is good. The bluegrass tunes on the *Treasury* CD have been given a more country feel (a lá Ricky Skaggs), making them more palatable to folks who find bluegrass annoying in more than small doses.

Which one to buy? Depends on your musical taste. If you like folk or Irish music, then *Hear the Lonesome Whistle Blow* is for you. If you like country (not today's "hot country," but the more traditional sounds of 30 years ago) then the *Treasury* is right for you. Actually, though, I'd get 'em both. They're definitly worth a listen. — *S.B.*

Videos

Reviews of new releases

The Uintah Railway

By Machines of Iron, P.O. Box 2288, Glendora, CA 91740-2288; 888/203-9930, *www.moivideo. com*; VHS, b&w, 45 min.; $24.95 plus $6.00 shipping; California residents add 8% sales tax.

Decades ago, I saw an ad for a brass model of a three-foot gauge Baldwin 2-6-6-2T. Very, very odd duck, I thought. After viewing this tape of remarkable b&w film images from the Colorado Railroad Museum and the family of the engine's designer, Lucien Sprague, I marvel at the inventiveness of man in his quest for solutions to unique problems. In the bargain, through studious research and narration, and complimentary b&w stills, we learn of an unusual 75-mile-long railroad in northwestern Colorado that ran only from 1904 to 1939. Its sole reason for being was to haul Gilsonite from the distant Utah mines to the standard gauge railhead at Mack, Colorado. Gilsonite is still mined and used today, but a slurry pipeline has replaced the railroad.

We start at Mack in the 1920s and get a feel for the setting, watching engines working mixed trains with truss-rod cars. The first articulated, No.50, arrives on a Lehigh Valley flat car in 1926, after testing at Baldwin to ensure it would work on the 60-degree curves and 7.5 per cent grades of Baxter Pass. Viewing b&w stills, we learn a lot about the entire roster (which included 1800s-era 2-8-0s, an 0-6-2T, Shays and a 2-8-2) and also the rolling stock, two pieces of which exist at the Colorado Railroad Museum. Guided by a map, we follow the line west with modern-day video of the abandoned right of way and infrastructure, with b&w stills interspersed with remarkable action scenes from a bygone era.

Sample scenes include: the 0-6-2T hauling one passenger car (more than one car required doubleheading with a Shay), a Shay powered train, a troop train and numerous views of the articulateds hauling Gilsonite east and empties west over the tortuous mountain line. The most spectacular footage involves riding a train of loads up the west side of Baxter Pass (there are runbys, too) and pacing in front of a winter run on the grade in the snow as the articulated swings to and fro in the near distance. Pretty awesome and creative angles for the age.

This 45-minute program is a nice blend of railfan fare with plenty of educational material in a documentary that all steam and three-foot gauge fans should see. All of the footage isn't up to modern standards, of course, but the content is extremely rare and the bulk of the images are eminently viewable. (I dare say if you saw movies of the original Hannibal crossing the Alps with his elephants, you would grant leniency to technical quality.) A fine job, definitely worth a look. — *Tom Kelcec*

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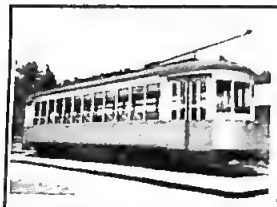

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The Mount Emily Shay Power Tour Volume 1

By Golden Rail Video, P.O. Box 10474, Glendale, CA 91209-0474; 888/844-4449, *www.goldenrailvideo. com*; VHS, color, stereo sound, 27 min.; $15.95 plus $5.00 shipping; California residents add 8% sales tax.

Here is a very nice half hour semi-documentary on a stock Lima product, class of 1923, that spent years on both coasts before settling back in home territory in 1994. No.1, a 90 ton, non-superheated Shay, wandered through Oregon in regular life, and acquired its moniker when it worked from 1928 through 1955 for the Mount Emily Lumber Company on its 6.5% grades out of La Grande. As the years passed and a variety of sometimes bizarre events transpired, the Oregon Museum of Science and Industry in Portland acquired the engine for display. Some folks from the Cass Scenic Railroad spotted it at one point, while they were foraging for a Pacific Coast Shay for the Cass collection. To make a long story short, No.1 wound up staying at Cass for 23 years, where it was No.3 and ran little (oil fired in coal country, you understand) and was damaged in the Cass shop fire. At the end of the lease, the engine returned to Oregon and became owned by the Oregon Historical Society, but it needed a permanent home. Enter Martin E. Hansen, railfan, author, attorney, and a man who gets things done. He helped locate a home for the engine on the City of Prineville Railway in central Oregon. The COP is the only municipally owned common carrier in the U.S. (since 1918), which today sports some attractive diesels but has recently fallen on hard times. After its restoration, No.1 runs on occasional passenger and dinner trains, photo excursions, and does for-hire TV and movie work.

The show starts with some nice, smoky runbys under crystal clear western skies, as the engine pulls loaded log buggies and a caboose through a variety of suitable locations. Additional angles pacing the drive line, and from cameras placed on the engine, enhance the viewer's knowledge of the Shay-type locomotive. The narration explains the Shay design and No.1's history, accompanied by black & white historical photos and a Cass film clip shot by Shaymeister Carl Franz. After the introduction, Martin E. Hansen takes us on a comprehensive tour of the engine, explaining many of its unique design features, such as its wide tires that cause problems on modern switch frogs but were highly desirable on logging trackwork. Varied visuals explain the words, and good on-engine camera mounting along the drive line helps us understand the business side of a Shay. A cab ride and more runbys ensue, followed by a number of minutes devoted to the engine's appearance at Railfair in Sacramento, where No.1 competed in a timed race with

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the lighter Graham County Shay (North Carolina won — weight matters). Not mentioned in the video is the move of No.1 from Oregon to California for this event, which was done by tagging along (on a flat car) behind SP 4449 on a free move donated by BNSF. Well tied down on the BNSF flat car to allow running at track speed, Hansen had to clean splattered bugs off the Shay's cab windows. Normally, the bugs fly faster than the Shay can run.

This is a very competent and technically fine tape with a good blend of modern runbys, a very good historical segment, and a thorough review of the engine's design and operating features. Eminently affordable, this program is suitable for railfan as well as general audiences. – *TOM KELCEC*

Canadian National Transcontinental Mainline: The Bala Sub

By G. Train Video Productions, 17 Maple Street, St. Catharines, ON, Canada L2R 2A6; 800/667-3510; 100 min., VHS, full color; $33.95 (U.S.) plus $5.00 shipping.

For the sake of simplicity, the Bala Subdivision begins way north of Lake Huron at Capreol, Ontario, and runs southeast to the Toronto area. This is almost 200 miles of high speed main line through the woods, scrub and rolling-to-flat (sometimes more rugged) rural terrain sees a lot of double stack traffic, with fewer regular manifest trains. For the passenger fan, VIA's *Canadian* and ONR's *Northlander* (with F-units) also run on this route, and the *American Orient Express* makes a cameo appearance. But the predominant power of the day is large, six-axle units of modern lineage, both EMD and GE, especially CN's wide cabs. Most are in good paint. Also shown are units from CPR, Soo Line, Amtrak and GECX.

As with other tapes from this producer, we progress geographically along the line, stopping now and then to watch the action, lingering at some places more than at others. Shot in the summer, locations range from the all-too-often nondescript grade crossings (after a while the raucous horns can get to you) to those which use local props such as bridges, rock outcroppings, towns and yards to frame the trains. Weather varies from clear to cloudy and hazy. Now and then there are meets. The narration sometimes tells the train number and its origin and destination. Very often we see most if not all of the consist roll by. Locations include a nice curve at Capreol with low light, Sudbury Junction, Waterfall, Porlock, the bridge at Parry Sound, Washago and environs with its operating swing bridge and, ultimately, Richmond Hill.

This tape is for hard-core runby enthusiasts of modern traffic in an area of Canada few would casually visit, and those who are interested in a chronicle of what runs there. — *TOM KELCEC*

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Scenic Trains of Canada
Scenic Trains of BC Rail
By Greg Scholl Video Productions, P.O. Box 123 Dept.R1, Batavia, OH 45103-0123; phone 513/732-0660, fax 513/732-0666; *www.greg schollvideo. com*; VHS, color, BC Rail tape 60 min., $29.95; Canada tape 60 min., $15.95, both plus shipping; Ohio residents add 6% sales tax.

There can be little doubt that the Canadian Rockies are in the top five scenic wonders of the North American continent. Three railroads traverse this land of many majestic photographic backdrops — the Canadian National, Canadian Pacific and British Columbia Railway. Through a nice combination of runby shooting that takes full advantage of the environs, plus very tasteful modern musical backgrounds on *Scenic Trains of Canada* (with live sounds and narration when appropriate), these are two nice tapes aimed at both railfan and general audiences. Both tapes are surveys, but also hit the operational and scenic highlights. Some trains are chased, some not. To add to audience appeal, there are breakaways to a few non-rail activities. Both tapes employ maps and profiles. They are technically fine, using a variety of angles and lens focal lengths.

In *Scenic Trains of Canada*, we see on CPR rails empty and loaded grain trains, loaded unit coal and potash trains with mid-train helpers, stack trains, and the *Rocky Mountaineer* railtour. The detouring VIA *Canadian* (which normally uses the CN) is seen in several locations. We also cover CN freights around Jasper, view the detoured *Canadian* being serviced and on the road, and glimpse the *Skeena*. There are more placid-water reflection shots than I can recall anywhere. On Canadian Pacific, we also see the Lower Spiral Tunnel, Kicking Horse Pass, Field and the valley west of Golden. Last but not least, there are a few shots of British Columbia freights as well as several attractive views of their RDC operations far north of Vancouver. There are many runbys of Royal Hudson 2860 on its passenger run, as well as 2-8-0 No.3716 working a freight. As sidelights, we visit the Fort Steele Heritage Railroad, including its 2-6-2 steamer, and the two foot gauge 0-4-0 woodburner at Fort George.

Scenic Trains of BC Rail focuses solely on the modern operations of BCR (ex-Pacific Great Eastern) in its simple red, white and blue paint scheme. This line is quite scenic, especially at the northern end. There are a number of freight and RDC runbys; RDC fans will not be disappointed. The scenic beauty of the line is captured well. As in *Scenic Trains of Canada*, there are a few scenes of the Royal Hudson and Consolidation 3716. The rarest beast on this tape, covered in several takes, is an RS18 in the green paint scheme switching at Squamish.

Both tapes are enjoyable combinations of trains and spectacular scenery. If I had to pick just one, I'd go with *Scenic Trains of Canada*. — *Tom Kelcec*

Chased by a Steam Train - Volumes I and II
By Greg Scholl Video Productions, P.O. Box 123 Dept.R1, Batavia, OH 45103-0123; phone 513/732-0660, fax 513/732-0666; *www.greg schollvideo. com*; VHS, color, each tape 90 min.; $24.95 each plus shipping; both tapes, $44.95. Ohio residents add 6% tax.

Here is targeted viewing. Much footage has been published by various producers on the ex-Rio Grande narrow gauge operations in Colorado. But nobody has generated two full tapes shot from the vantage point of one train running ahead of another as both assault Cumbres Pass. Greg Scholl chartered two trains a couple of days after C&TS opened the line with a rotary plow, one a passenger consist reminiscent of the old *San Juan* (Volume I), the other a freight (Volume II), which included four tank cars in the consist. On two successive days, we ride the rear platform of a chase train for a unique nonstop view of each consist running from Chama to the summit at the Cumbres section house. Mikado No.484 is the power on both days. Narration is sparse and limited to notable points of interest, giving us more time to soak up the experience. The main feature is sitting in your chair and staring at a Mikado working up the four per cent grade, mile after mile. If you're familiar with the line, the first third is scenically mundane compared to the rest of the climb, which affords many impressive mountain backdrops. As we reach the area between Hamilton Point and Coxo, the snow cover matures into solid white, with sometimes just a narrow channel cleared for the train, which of course is the highlight of each tape. Technically the visuals and sound are fine. Often enough there is sun in the right places, but thick plumes of smoke less so. The angle is often dead head-on, so there is very little running gear visible, but when the trains extend around curves, the imagery is quite nice. I particularly enjoyed the segment from the Cresco water tank to Coxo, normally not easily accessible, as well as the final approach from Coxo to Cumbres. For head-on stack talk with vintage consists on an historic line in a spectacular setting, these tapes will surely please. — *Tom Kelcec*

Railfanning is

Not quite believing that it's really the year 2001 as your local tourist train whistles its way up and down the valley eight times a day

Drury On Board

Commentary

by George H. Drury

Precious, Cute Kitsch: You Shouldn't Have!

A MENACE LURKS at the yard limits of railfanning. I don't know who put it there, but I blame it on the people in Marketing, who may know a lot about marketing, but know only enough about trains to be dangerous. The menace has three names, three prongs: Train Precious, Train Cute and Train Kitsch.

Brochures for luxury trains are full of the word "carriage," an archaic Briticism, as in "sleeping carriage" and "dining carriage." "Carriage" may survive in the occasional British station announcement ("Passengers for Littlehampton must join the front four carriages") but British passengers in search of food invariably go to the restaurant *car*, not the restaurant carriage or the dining carriage.

Another manifestation of Train Precious is in decor, specifically the replacement of pastel-wall-and-aluminum-molding sleeping, dining and lounge car interiors built in the 1940s and 1950s with dark wood, to make the cars look the way people think they should have looked like when they were new. Pullman introduced light-colored interiors about 1907 when wood was de-emphasized; a steel passenger car wouldn't crumple or catch fire in a wreck like a wood car. True, a few early steel cars had grooved sides to simulate wood, but soon passengers realized there was more danger from collisions than from lightning.

There's not much you can do about Train Precious short of booking passage on a luxury train and attaching a note to your check (it will be a large one) stating that if the word "carriage" appears in any of the material sent to you, you're canceling. You really wouldn't want to do that, because those trains go to interesting places and their staffs treat you well.

Train Cute is largely a model railroad thing, more prevalent in the larger scales. In N and HO scales Train Cute appears mostly in road names. About the time the first custom decals for the cute name arrive, many model railroaders wish they had chosen another name. One such name that springs to mind is John Allen's Gorre & Daphetid. (It is possible to go for years thinking it is pronounced "Gore and Daffytid" without any effect on your life.)

Train Cute also shows up in commemorative cars, such as a train of 99 flat cars lettered for the counties of Iowa. Anyone who gives a commemorative car to a serious model railroader (and I hesitate to use that term) can expect to see it on the layout for only a few days before it is switched into the middle of the yard, out of sight, and then to a vat of paint stripper.

In O gauge, Train Cute shifts from model railroads to toy trains, possibly because O scale model railroaders are even more serious than HO scalers. (Readers who are concerned that I'm not taking this business seriously should know that some years ago, I realized, minutes before I telephoned to make reservations for a trip, that I intended to get a roomette on my own Westminster Railroad train 9, out of Boston at 8:30 p.m., connecting to NYC train 59 at Albany.)

The next size up from O gauge, 1¾" gauge (I'm staying out of the terminology debate), is where Train Cute breaks all its restraints, manifesting itself in streamliner paint schemes applied to open platform passenger cars, truss-rodded wood boxcars bearing present day road names and fantastic (in the strictest sense of the word) motor cars, gas-electrics, doodlebugs, call them what you will. Clerestory roofs were found on very few motor cars, usually those converted from existing wood-bodied passenger cars. Motor cars that were built as such were usually of metal construction with an arch or turtleback roof. Wood-bodied motor cars with a clerestory roof, an automobile-type hood in front, and lace curtains were extremely rare. These motor cars aren't likely to attract the Prototype Police, but they represent a corollary of Gresham's Law (bad money drives out good): The guy who wants an accurate model of a gas-electric will have to scratch-build one, because the manufacturers are all making "cute" doodlebugs.

The same people who buy cute doodlebugs are likely to buy Train Kitsch: wind chimes depicting an idiot's conception of a 4-4-0 (blue diamond stack midway along the boiler, red cab with a yellow roof curved front to back, not side to side, and connecting rods linking the axles of the blue drivers and the red and green lead truck wheels), telephones that look like a Southern Railway Ps-4 with shiny gold plumbing for the Elesco feedwater heater, and rusty metal sculptures of locomotives enclosing music boxes that play the first and last lines of "I've Been Workin' On the Railroad" (wind them up by turning one driver and a cap on the diamond stack flaps up and down in time with the music). The worst is probably the miniature grade crossing signal with one red light and one green, flashing its ambiguous message of stop-go-stop-go-stop-go. The person who created that must not get out much.

Just knowing that all these items are in stores begging to be bought isn't bad enough. Imagine you and the person giving you the wind chimes are sitting in front of the same Christmas tree. Even a sincere, heartfelt "Oh, you shouldn't have!" can be misinterpreted, perhaps on both sides. I'm not suggesting that we trim our Christmas trees with Micro-Trains N scale freight cars. I'll leave that to Martha Stewart. I'm not insisting that wind chimes and Christmas tree ornaments be copied from original Rogers, Norris and Baldwin erecting drawings. But if the creators of those items spent an hour looking at a real steam locomotive, they'd discover that reality is far more interesting than fantasy.

Fight back. Tell your relatives that you've become an enthusiast of cheese, wine or chocolate. Cheese, wine and chocolate won't wound your railfan sensibilities, and they don't take up much space.

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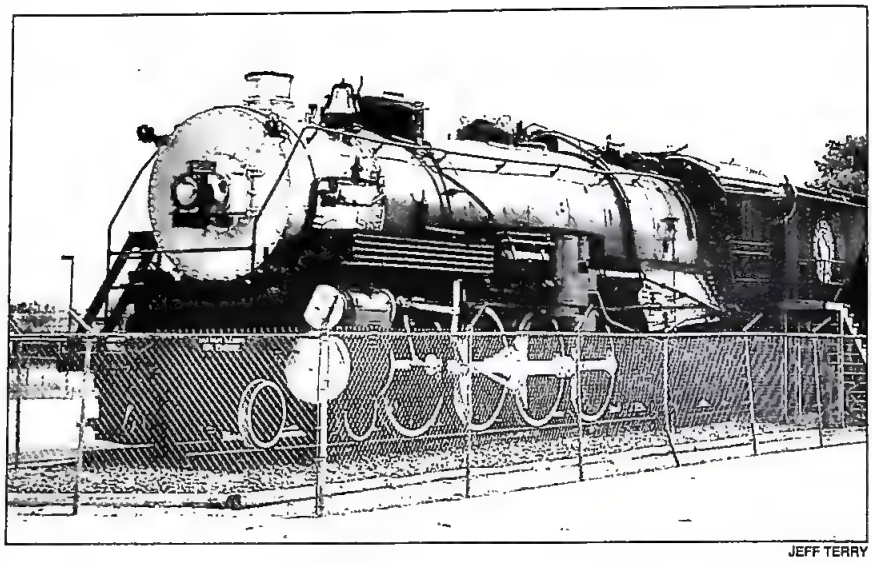

JEFF TERRY

Great Northern P-2 Mountain No.2523 is on display at the Kandiyohi County Historical Society museum in Willmar, Minnesota. The group cosmetically restored the 1923 Baldwin locomotive to its colorful, green-jacketed Glacier Park livery in 2000.

THE KANDIYOHI COUNTY Historical Society has cosmetically restored Great Northern P-2 4-8-2 No.2523, now on permanent display at the society's museum in Willmar, Minnesota. Once the pride of the GN passenger fleet, No.2523 was built by Baldwin in 1923 and pulled name trains such as the *Oriental Limited* and *Empire Builder* before it was retired in 1955 and subsequently donated to the city of Willmar on October 17, 1965.

Like all Great Northern locomotives donated to online communities for display, No.2523 was presented to Willmar in immaculate condition, with a gleaming coat of gloss black and Glacier Park Green paint. But after three decades of exposure to the elements the 4-8-2 was looking rather shabby, and the Historical Society decided to give it a much-needed facelift in 2000. No.2523 is one of two GN P-2 Mountains in existence (the other is No.2507 — disguised as an SP&S engine and stored in Pasco, Washington, after an unsuccessful restoration attempt) and is also notable for being featured on the cover of J. David Conrad's landmark *Steam Locomotive Directory of North America*, published in 1988.

The New Edaville

After many false starts, the two-foot-gauge Edaville Railroad is finally back on its feet. Since the original Edaville closed a decade ago, several different groups have attempted to get the little narrow gauge trains running again. I'm happy to report that the most recent attempt to revive Edaville, by a group called the CranRail Corporation, has been a complete success. Steam power has returned, and the grounds look better than they have in years, with many new buildings and attractions.

The original Edaville was one of the first tourist railroads to open in this country, constructed by Ellis D. Atwood beginning in 1941 to help out with the harvest on his 1800-acre cranberry bog at South Carver, Massachusetts. In 1947, Atwood opened Edaville to the public and began offering train rides around the property, which proved very popular. Following his death in 1950 the operation (but not the land) was sold to F. Nelson Blount, who extensively developed the grounds and brought in some standard gauge equipment for display (Blount had originally planned to build Steamtown U.S.A. at South Carver). When Blount unexpectedly died in a plane crash, the railroad was sold to George Bartholomew, who ran Edaville for many years using two Baldwin-built Bridgton & Harrison 2-4-4T's (Nos.7 and 8) and a pair of Vulcan 0-4-4T's from the Monson (Nos.3 and 4).

Unfortunately, due to disputes with the owner of the cranberry plantation, Bartholomew put the railroad up for sale in 1991, and many knew that if a buyer was not found, Edaville would be shut down. A group called the Cranberry Belt Corporation tried to raise funds for its purchase, but their efforts were unsuccessful and Edaville subsequently closed in 1992. After that, much of Atwood's equipment was purchased and moved to the Maine Narrow Gauge Railroad and Museum in Portland, Maine, where it can be seen in operation today, but a handful passenger cars and one 2-4-4T remained at South Carver.

Almost immediately after the railroad's closure, several people stepped forward with ideas about how to reopen it. New England Historic Rail was the first; it tried unsuccessfully to keep the original Edaville equipment in Massachusetts prior to its movement to Maine. The next attempt was by Edaville Entertainment in 1993, which

did a great deal of track work, got the train running again using diesel power, and also brought in a German-built 1906 Jung 0-6-2T and an English-built Hudswell-Clarke 0-6-0 purchased from a private owner in California. While the Jung tank engine was not allowed to operate because of its lap-seam boiler and was subsequently returned to Germany, the Hudswell-Clarke 0-6-0, named *Anne Elizabeth*, was re-tubed, converted from coal to oil firing and was test run at Edaville during 1996. That year Edaville Entertainment carried some 37,000 riders, but disputes with the landlord forced them out of business shortly after the '96 Cranberry Festival.

Another organization, South Carver Rail, tried in 1997 to revive the Edaville, this time using some of the original equipment from the Maine Narrow Gauge Railroad and Museum. SCR did a good deal of work around the grounds, repairing the water tower and performing needed track work, and also steamed up B&H 2-4-4T No.7 in July 1997 for a special run. SCR then borrowed Monson 0-4-4T No.3 and some coaches which operated for the public during the 1997 Cranberry Festival, and also repaired and returned to service Edaville No.5, a Vulcan 0-4-4T from Underwood, Short & Reeves, a Louisiana sugar plantation (it is now at the WW&F Railway Museum of Alna, Maine). But again, conflicts with the landlord forced this group off of the property before any further progress was made.

Finally, in May 1999 three Massachusetts railfans headed by Jack Flagg formed the CranRail Corporation and secured a 20-year lease of the property, including the track and all buildings. Then, in an effort to end the long-running conflicts with the Atwood Estate (the landlord), the Edaville property was purchased outright by CranRail in April 2001, ensuring that the problems of the past won't affect the new operation.

After a great deal of work over the summer of '99, the first CranRail trains ran that October powered by two small diesels, an 18-ton Whitcomb and a 23-ton GE; the latter from the original Edaville collection. Since most of the original equipment is either gone or in legal limbo, new rolling stock has been constructed for the tourists. As of October 2001, there are two coaches, a combine, six excursion cars (open cars) plus a caboose in regular use. B&H 2-4-4T No.7 is still stored inside the Edaville car shop, but is owned by another party and cannot be used at the present time.

Many of the original Edaville buildings were deemed too far gone to restore, and most have been removed and replaced with new structures. The old cranberry screen house is home to a museum which features two compressed-air mine locomotives, cars, tractors, Fairmont speeders and a two-foot-gauge Henschel 0-4-0T from Germany. Outside, former Bonhomie & Hattiesburg Southern 2-6-2 No. 250, which gained fame in the 1960s on the Wanamaker, Kempton & Southern in Pennsylvania and then ran in the 1980s on the Wolfeboro tourist railroad in New Hampshire, is on static display alongside an FP10, which wears a rendition of the Santa Fe warbonnet paint scheme.

Today, the largest draw for railfans is the steam locomotive now pulling the Edaville excursion train. It is No.21, the *Anne Elizabeth*, brought to the property by Edaville Entertainment's Doug Beaton in 1996. The engine was built in 1938 and spent most of its life working for the Colonial Sugar Company in Fiji before being acquired by a private owner in California who had it shipped to the U.S. in 1968. Although technically "operable" when CranRail took over in 1999, the 0-6-0 needed extensive repairs to correct some problems before it could be placed in revenue service. During the summer of 2000, the engine was stripped down and Americanized with a modified cab and the additions of knuckle couplers, a bell and a cowcatcher pilot. After further work was done to repair the driving axle boxes, *Anne Elizabeth* pulled revenue trains during the 2000 Cranberry Festival in October and also Christmas trains during November and December. Needing further work, the 0-6-0 spent much of 2001 in pieces inside the car shop receiving a major running gear overhaul, but was ready pull trains by the 2001 Cranberry Festival this past October. During 2002, *Anne Elizabeth* will pull regular summer trains as often as possible.

Two excellent web sites showcase the Edaville, both past and present. The first is *www.edaville.org*, the railroad's official site which lists train times, fares, and special events, along with current photos of the equipment. Even better is Rinehard's Edaville Site at *edaville-rr.home.att.net/index.html,* which has hundreds of photos, maps, rosters and a virtual tour of the grounds, along with detailed information about restorations and other ongoing projects.

End of the Line for Kettle Moraine

After nearly 30 years in business, 2001 was the last season for the family-owned Kettle Moraine Railway of North Lake, Wisconsin, which closed this past October. Steven Butler, Kettle Moraine's master mechanic and only full-time employee, moved on to a position with the Cumbers & Toltec Scenic, and the decision was made to close the railroad following his departure. The Kettle Moraine was founded by Richard Hinebaugh in 1972 following the abandonment of a Milwaukee Road branch near North Lake, and the operation initially featured former McCloud River 2-6-2 No.9. Later, Hinebaugh added to the collection a 1917 Heisler (former Craig Mountain Lumber Company No.3); a Rayonier 2-8-2 (now at North Freedom, Wisconsin); and most recently, a 2-6-2 from a private owner in Illinois. Also on the property is Warren & Ouchita Valley Railroad 4-6-0 No.1, last under steam in the early 1980s at the Mid-Continent Railway Museum. The locomotives may be leased to other operators.

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1220 East 5th Street, St. Paul, MN 55106, or via e-mail: *lineside@railfan.com*. Please send photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

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Amtrak

AMTRAK TOLD "PLAN LIQUIDATION": The Amtrak Reform Council decided in a six to five vote that Amtrak will not meet its December 2, 2002, deadline for achieving financial self-sufficiency and so must develop a liquidation plan by February 9, 2002. At the same time, the ARC will plan the complete overhaul of the national rail passenger system. With this information, Congress will decide how to restructure the United States' passenger service and will determine Amtrak's future role, if any. One option under serious consideration is to separate train operations from infrastructure ownership and maintenance. Several private firms have expressed interest in operating some or all Amtrak routes.

BOMBARDIER LAWSUIT: Bombardier Corporation has filed a $200 million suit against Amtrak, charging that the carrier caused the late delivery of the first first Acela trainsets by not providing track suitable for high speed service and by providing inaccurate information on tunnel clearances, electromagnetic interference and track geometry. Amtrak claims that Bombardier is at fault for late deliveries, speed restrictions due to equipment that does not meet contract specifications, failure to meet Buy American requirements, failure to provide timely, adequate maintenance and failure to comply with warranty obligations.

FLORIDA FUNDING FOR FEC FAILS: Florida's Transportation Outreach Program has failed to authorize a $23 million Florida Deparment of Transportation request for funding to help establish Amtrak service between Jacksonville and Miami over the Florida East Coast by mid-2003. Some $15.5 million has been committed to the project by the state, plus $3 million by FEC, far short of the $64 million required for track, signaling and station improvements that need to be made before service can begin.

RETAINS CALTRAIN CONTRACT: Bidding against Connex and Hertzog, Amtrak has won another contract for the continued operation and maintenance of the Caltrain commuter service between San Francisco and Gilroy, California. The new five-year contract requires an increase in on-time performance from 95% to 98%, better track maintenance and annual training for customer service employees.

Canadian National

ANOTHER POWER SHIFT: Canadian National has assigned 12 ex-LMSX General Electric C40-8W's to Illinois Central's Woodcrest, Illinois, shops, while 26 CN SD70I's have been reassigned to Canada. LMSX 728-739 will be relettered for CN and renumbered IC 2455-66, following CN's own cowl-bodied Dash 8 40-CM's Nos.2400-2454. These are the first GE's to be assigned to the IC since IC's small fleet of six U30B's and ten U33C's, which were all off the roster by 1985.

Canadian Pacific

HOLIDAY TRAINS TO RUN: This year, Canadian Pacific will run three festively decorated Holiday Trains across 4800 miles of the system, from New York City, Montreal, Quebec, and Chicago, Illinois, to Vancouver, British Columbia, to encourage donations to the region's food banks. The first Holiday Train was scheduled run from New York City to Montreal on December 5th and 6th, honoring the fallen heroes of September 11th. On December 7th, the train would start its trans-Canada journey in Montreal, stopping in 50 locations along the CPR main line and terminating at Port Coquitlam, British Columbia, on December 21st. The third train was scheduled to leave Chicago on December 8th, making 15 stops in the midwest before joining the Canadian train in Moose Jaw, Saskatchewan, on December 14th for the journey west. Go to *www.cpr.ca* for more information.

NIAGARA GATEWAY SHIFT: Canadian Pacific has sold seven miles of the Hamilton Subdivision running through downtown Niagara Falls, Ontario, for an urban redevelopment project. CPR's bridge over the Niagara Gorge will be abandoned in favor of trackage rights over CN from Brookfield, Ontario, through Fort Erie and over CN's International Bridge to Buffalo. CPR runs about eight trains a day to Buffalo.

CSX

TUNNEL LEAKS AGAIN: On the evening of November 4, 2001, a train crew reported a heavy flow of water in the CSX Howard Street Tunnel under Baltimore, Maryland. A ten m.p.h. restriction was put in effect and the city was notified. A leaking water main was discovered and repaired, and normal operation was resumed by the following morning.

MORE B&O TOWERS CLOSED: Storied SA tower at Sand Patch, Pennsylvania, was closed in early November 2001, and Q tower at Hyndman, which has been closed since November 1998, was torn down on October 30th. Only WB (Brunswick, Maryland), NA (Martinsburg, West Virginia), and HO (Hancock, West Virginia) towers are still in service, and the two West Virginia towers are scheduled to be closed by summer 2002. As the towers fall, the distinctive B&O color position light signals are being replaced with modern three-aspect color light signals. See photo on page 29.

Genesee & Wyoming

ACQUIRES EMONS: Genesee & Wyoming has acquired Emons Transportation Group, operators of the St. Lawrence & Atlantic in Quebec and New England, and York Railway and Penn Eastern in eastern Pennsylvania. G&W also operates the Quebec Gatineau Railway along the north shore of the St. Lawrence River, and plans to coordinate its management and operations with those of St. Lawrence & Atlantic.

Dakota, Minnesota & Eastern

ENVIRONMENTAL OK FOR PRB LINE: DM&E's plan to tap Powder River Basin coal traffic has received environmental approval from the Surface Transportation Board. The STB rejected bypasses around Rochester, Minnesota, and Brookings and Pierre, South Dakota, but supported an alternate DM&E route through Mankato, Minnesota, and the establishment of a direct connection between DM&E and IMRL at Owatonna.

Livonia, Avon & Lakeville

ACQUIRES NS BATH SECONDARY: LA&L subsidiary Cohocton Valley Rail Corporation has been re-named B&H Rail Corporation (BH), and on November 3, 2001, BH leased Norfolk Southern's 17-mile Bath Secondary (former DL&W) between Painted Post and Bath, New York. Rehabilitation will begin with the replacement of 4800 crossties, and the Cohocton engine facility will be expanded to accommodate three road units.

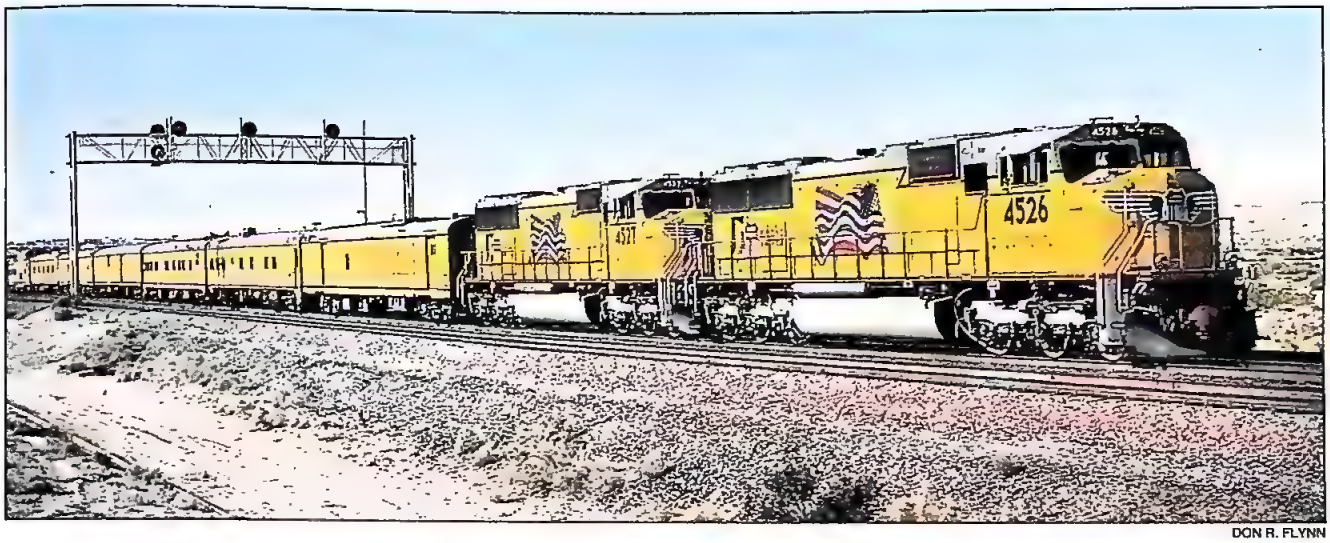
RailAmerica

A&GC MAY EXPAND: Rail America's Alabama & Gulf Coast (AGR) is a prime candidate to take over Burlington Northern & Santa Fe's former Frisco lines south of Columbus, Mississippi, in 2002. The line includes BNSF trackage rights over Norfolk Southern from Kimbrough, Alabama, to Mobile, plus BNSF's track in the city of Mobile. AGR currently operates 140 miles of former BNSF track from Kimbrough to Pensacola, Florida. (For more background on the BNSF and AGR in the region, see *Burlington Northern & Santa Fe In the Heart of Dixie* in the September 2001 R&R and *Sweet Home, Alabama* in the December 2001 issue.)

E&N RAILWAY FOLDS: After just three years, declining carloadings and the closure of a large on-line pulp mill prompted Rail America to terminate operations on Vancouver Island's E&N Railway at the end of December. Rail America took over the Vancouver Island operations from E&N Railfreight in January 1999. Rail America owns only 61 of the 175 route miles it operated on the island. VIA passenger service, using Budd RDC's between Victoria and Courtenay, British Columbia, is expected to continue until the end of March 2002.

Union Pacific

OLYMPICS RAILROAD: Union Pacific has been named the "official railroad" of the 2002 Winter Olympics, which are being held in on-line Salt Lake City, Utah. The railroad will provide an 18-car *Olympic Torch Relay* train powered by a pair of specially-painted SD70M's (**page 27**) to carry the torch and Olympics staff over 3200 miles through eleven states. UP will also move propane, television cabling and commuter coaches to Salt Lake City



DON R. FLYNN

UP Steps Up

When employees suggested that Union Pacific decorate its locomotives with American flags as a remembrance of the victims of September 11th, the railroad agreed to do it — in a big way. SD70M's 4526 and 4527, shown passing Daggett, California eastbound at 65 m.p.h. on a director's special on November 18, 2001, were the first to be painted in what is UP's new road locomotive scheme (**above**). And as the "official railroad" of the 2002 Salt Lake City Winter Olympics, UP has painted a pair of SD70M's to power the *Olympic Torch Relay* train in this bold, blue commemorative paint scheme (**right**).

KEN CHURCH

BRIAN L. JENNISON

Rare Mileage in Oregon

On October 27-28 and November 3-4, 2001, Sunset Coast Tours ran excursions over the Port of Tillamook Bay from Buxton to Garibaldi, Oregon, with riders spending the night at Rockaway Beach. Equipment included a dome and open-air coach. Two photo runbys were provided each day, including this one held in intense Pacific Northwest sunshine on November 4th at a remote location west of Cochran.

Who Ya Gonna Call?

On October 20, 2001, members of the U.S. Army Reserve 1205th Transportation Railway Operating Battalion and 226th Transportation Railway Operating Corps laid over 100 feet of track at the Connecticut Eastern Railroad Museum in Willimantic, Connecticut **(right)**.

ROBERT A. LAMAY

Special Move

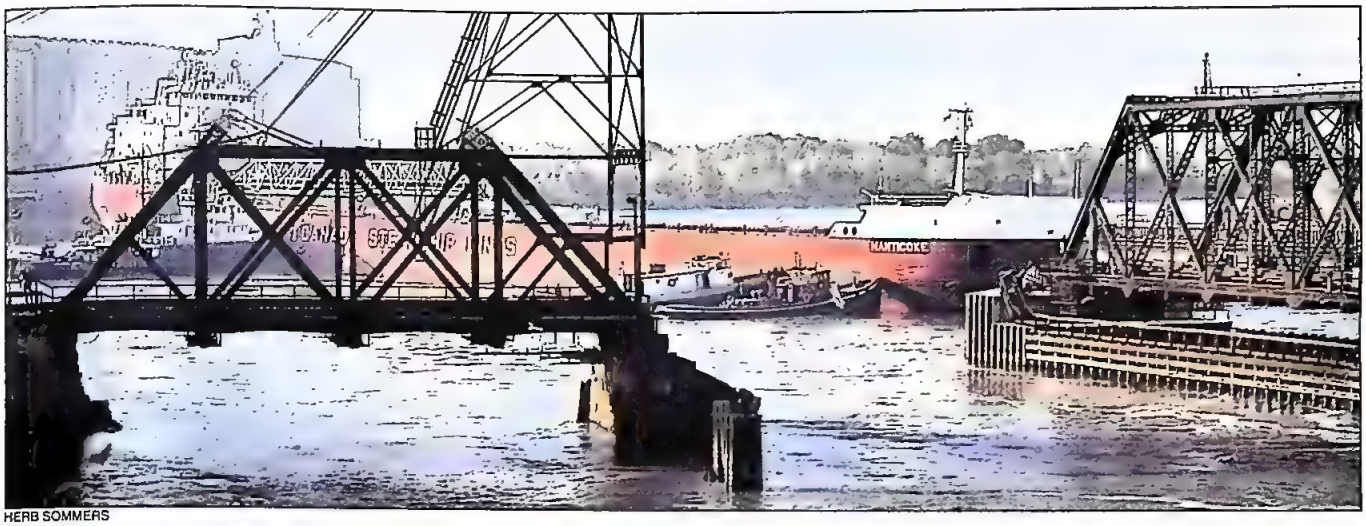
On November 15, 2001, southbound CSX track geometry special (symbol WO1501) on the River Line passed an ex-Burlington Northern B30-7A leased by Susquehanna from RMDI at Ridgefield Park, New Jersey. Susquehanna joins Providence & Worcester as an operator of the rare cab-less GE's **(below)**.

BEN MARTIN

More Than Meets the Eye

This rather mundane-looking SD38-2 has a distinguished history. Leased from National Railway Equipment, Indiana Harbor Belt No.3862 was built in 1972 as Burlington Northern SD40-2 6330. The unit was rebuilt by BN with a 3800 h.p. Caterpillar model 3612 prime mover and SD45-style flared radiators in December 1986. In September 2001, it was rebuilt for IHB as a stock, EMD-powered SD38-2 at NRE's Mount Vernon, Illinois, shops.

NATHAN CARPENTER



HERB SOMMERS

DAREN GENAU

A Close Call

On October 17, 2001, the laker *Nanticoke* got turned sideways and stuck in the channel just upriver from Norfolk Southern's ex-Conrail bridge across the Maumee River at Toledo, Ohio. The ship was finally moved after three days. Rail traffic was generally unaffected (**above**).

The Train for the Planes

BNSF Extra 8707 West leads a train of four Boeing 737-900 fuselages toward Denver near Tonville, Colorado, on October 6, 2001. The airplane components are shipped from Boeing's Wichita, Kansas plant to Seattle for final assembly (**left**).

Q Tower Falls

Q Tower controlled movements to the old helper pocket at Hyndman, Pennsylvania, on the former B&O main line and has been demolished. CSX Q641-18 passed Q on October 19th, 2001 (**below**).

KEVIN BURKHOLDER

BELOW: BOB GALLEGOS

DON KALKMAN

Winding Down on

LAST RUNS are always bittersweet. Some close a chapter in railroading history, while others are merely the signal of a big change. I've attended quite a few; the last few runs of the *Rio Grande Zephyr* on its traditional route up Colorado's Front Range, the last weeks of the Monongahela Railway, the final runs of the Wisconsin & Calumet and the Chicago, Missouri & Western, and the final taconite train on the LTV Steel Mining railroad in Minnesota.

The end of the Wisconsin Central on October 9, 2001, was a natural progression of events. This super-regional, wildly successful by many measures, turned a group of cast-off Soo lines into an attractive takeover target. Along the way, Ed Burkhardt led the railroad through the takeovers of connecting regionals Green Bay & Western, Fox River Valley and Algoma Central as well as several lines from the C&NW. His marketing team sought out traffic where it didn't exist, stressing customer service all the while. The railroad was upgraded to handle the increased traffic and CN, in search of a route between Chicago and its Duluth, Winnipeg & Pacific at Superior, eyed the WC as an alternative to trackage rights over the congested BN. With its shift to a WC routing a few years back, most observers knew it would only be a matter of time before CN took the bait and hooked itself a strategic link between its western lines and Chicago.

So, when the Surface Transportation Board announced its approval of Canadian National's acquisition of

The Canadian National influence was felt long before the official merger, as CN shifted its Twin Cities-Chicago traffic from BNSF to Wisconsin Central. Behind four big six motor road units, Canadian National train 348 swings through Byron, Wisconsin on October 6, 2001 (TOP). **The O'Hare Transfer was westbound at Rosemont, Illinois, on July 23, 1998, with combined CN and WC power** (ABOVE). **After the merger, CN wasted no time in replacing most of WC's power with its own.**

The Renegade Regional That Was Too Strong to Survive

Bob Gallegos
Photography as noted

BELOW AND LEFT: TOM KIDD

Wisconsin Central

WC, it seemed a good idea to get a few images of the railroad in its last official month of independence. For the most part, the weather was stunning and traffic was heavy, a great mix if you could spare the time to get trackside.

But it's funny how you take a good thing for granted. Since the beginning of WC's agreement with CN for overhead traffic, coupled with more runthrough agreements with UP, NS and CSX, WC had become a very colorful railroad with many mixed and foreign lashups plying the mainline. Catching the last of the "real" Wisconsin Central on film proved a bit difficult. Many trains on the Chicago Sub, including the last "official" WC train I would see, operated with foreign power. And then there were those pesky CN trains which were always tying up the railroad. I'd have years to photograph them!

So on the last weekend of September 2001, and the first weekend in October, several area railfans headed out to do some serious shooting under sunny skies in fall colors. And it's a good thing we did. Come merger day, many things changed very quickly. The good old WC GP30s, '35s and '9s, along with many of the unrebuilt SD45s, began to populate the dead lines at Stevens Point and Shops Yard, only to be replaced by weathered black Illinois Central GP40s taken out of storage, and still more CN power. The images here are the result of shooting over those last few weeks, with a few "oldies" thrown in. While not from every line or every area, we hope they capture WC's unique flavor.

Wisconsin Central train LO12, running as Extra 6650 South, crosses the Wisconsin River Bridge at Knowlton, Wisconsin on September 29. 2001 (TOP CENTER). **LO12 was a long distance run from Prentice, Wisconsin down to Wisconsin Rapids. this train handled traffic including cars off the Ashland line and plenty of paper-related traffic along the way. October 6th found LO12 headed south past the Wausau, Wisconsin depot behind a pair of SD45s** (TOP RIGHT).

TOM KIDD

DON KALKMAN

Train L012 works at Bradley on October 6, 2001 (TOP).

SD45s are northbound at Mundelein on November 2, 2000 (ABOVE).

WC jobs work out of New Brighton, Minnesota to many yards in the Twin Cities. At Northtown Yard, a WC run shares space with BNSF and Minnesota Commercial power (RIGHT).

Two unusual WCL specimens were chopnosed ex-Southern SD35 2500 and Fox River Valley & Western SD24 2402, returning to Fond Du Lac after shoving a southbound up Byron Hill on March 23, 1999 (TOP CENTER).

Wisconsin Sequicentennial GP40 3026 and an Operation Lifesaver SD45 led the Wisconsin & Southern passenger consist on the Baraboo Circus Train at Lomira on July 10, 2000 (OPPOSITE).

On October 5th, 2001, BYFD (CSX Barr Yard- N. Fond du Lac) at had both CSX and WC power (OPPOSITE TOP).

DEAN FREIMUND

DON KALKMAN

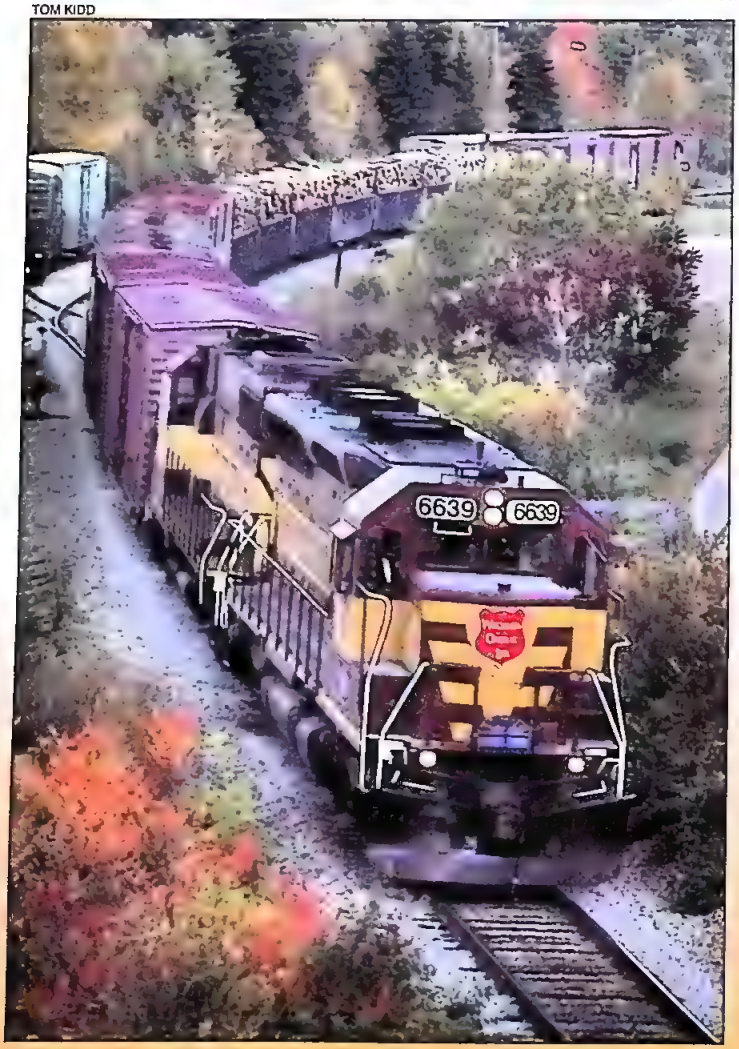
BOB GALLEGOS

DON KALKMAN

BOB GALLEGOS

BOB GALLEGOS

TOM KIDD



DON KALKMAN

Canadian National train CN 346 heads south through Byron, Wisconsin on October 7, 2001. The power is relatively new and the double track is only a couple of years old (OPPOSITE TOP)**. Out in the hinterlands of the Wisconsin Central system, paper traffic kept way freights busy on branches and secondaries. L012 scoots southbound through Mosinee, Wisconsin on the former Milwaukee Road Valley Sub on October 6, 2001** (OPPOSITE BOTTOM)**. Wisconsin Central UPGB crosses the Union Pacific main line at Deval Tower in Des Plaines, Illinois on February 10, 2001** (LEFT)**. Former Algoma Central SD40-2 6003 is one of the few Wisconsin Central units with a future on Canadian National** (BELOW)**.**

First on the Scene

Bob Malinoski was shooting today's Northeast hot spots almost 40 years ago — in color

Vintage photography: Rorbert R. Malinoski / Contemporary photography and text: Steve Barry

THERE IS PERHAPS no rail-fanning hot spot in the Northeast more popular than the Bear Mountain region of New York State. On any given weekend, you'll find a number of photographers shooting at the area's famed sites — Fort Montgomery tunnel, Iona Island, Bear Mountain Bridge, Breakneck Ridge and others. As photographers venture to the Hudson River Valley shooting Kodachrome or Provia-F or any other color slide film, they may not be aware that they are walking in the footsteps of one of the true masters of early color photography in the Northeast. Bob Malinoski was there first.

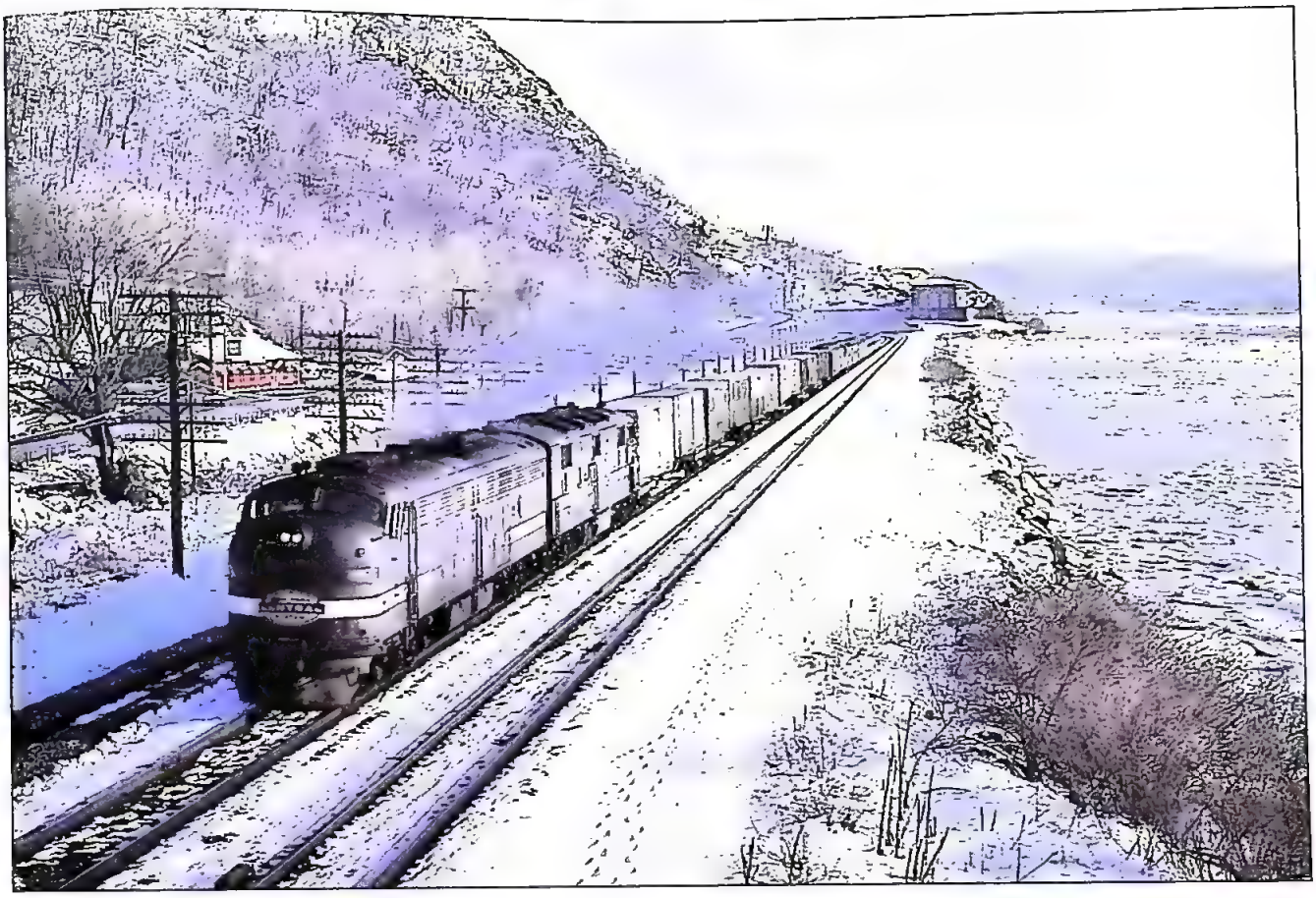
Many great rail photographers are associated with shooting in the east — Phil Hastings and Jim Shaughnessy and John Krause, among others — but while these men were making their mark in black and white, Bob was out there pioneering the use of color film. Today's eastern shooters owe a lot to Bob, since he was the first. All the stuff you see in any issue of *Railpace* Bob

ABOVE: **A rock outcropping in Bear Mountain Park overlooks the trestle crossing Doodletown Bight, and on April 4, 1965, train WV-5 is heading north on the River Division behind New York Central U25B's 2556, 2553 and 2532. The train is coming off Iona Island in the background. In seconds, the train will pass under the Bear Mountain Bridge.** RIGHT: **CSX train 404 heads north on September 1, 2001 behind Dash 8-40B 5948. The train crosses a new steel trestle (the original timber one still stands behind it), but otherwise much is the same as it was 36 years before. On the other hand, the tracks have gone from New York Central to Penn Central to Conrail to CSX.**

OPPOSITE TOP: **There's no better place to view the majestic Hudson Valley than from the walkway of the Bear Mountain Bridge. Looking down, we see E7A 4019 leading an A-B-B-A set of E units towards New York City down the Hudson Division on mail train No.4 — there are 36 cars ahead of the lone rider coach. The date is February 12, 1967. The marshland to the right is not a tidal flat — it was part of the Hudson until the causeway was constructed, sealing it off from the main flow of the river.** LEFT: **Amtrak now operates intercity passenger service along the Hudson River, and a typical "Empire Service" train behind a dual-powered Genesis unit heads south on February 17, 2000.**

ABOVE: **We're still standing on the Bear Mountain Bridge, this time looking southwest at the former West Shore River Division of the New York Central. Southbound train WS-12 heads across Doodletown Bight onto Iona Island on November 1, 1965 with open auto racks and a Century Green bay-window caboose from a time gone by. The waterfront structures served steam-powered day excursion boats from New York City to Bear Mountain Park.** BELOW: **Instead of open auto racks, a northbound Conrail solid intermodal train passes the park in October, 1986. Gone are most of the waterfront structures, as are the tour boats they served.**

OPPOSITE TOP: **On February 27, 1966, train 51 emerges from Breakneck Ridge tunnel, running north to Albany through the snow-covered Hudson Valley. Behind E8 4095 and E7 4002 are seven Flexi-Van cars with coaches bringing up the rear.** OPPOSITE BOTTOM: **It's deja vu all over again. A pair of "New York Central" FL9s power a special train on October 2, 1999, celebrating the 150th anniversary of the Hudson River Railroad, predecessor of the New York Central and, ultimately, Metro-North, which now owns the FL9s and the track. NYC never owned FL9s — only the New Haven did.**



another. The photos in this feature prove that Bob did it all, and without the benefit of today's fast telephoto lenses and sharp, fast films.

Robert R. Malinoski was born in the coal region of Pennsylvania and spent his early years in Mount Carmel and Shamokin. He attended elementary school there and moved to New York City in 1938, where he graduated from the High School of Commerce in 1941. He was drafted in 1943 and was assigned to the then-Army Air Corps (later the Army Air Force). As a radio operator on B-29s, he flew more than 20 combat missions over Japan and was awarded the Distinguished Flying Cross.

His railroad career began in 1946 when he went to work as a yard brakeman for the Erie Railroad. He later

TOP: **New York, Susquehanna & Western GP18s 1802 and 1800, with 15 cars, make a wonderful reflection crossing the Overpeck Creek drawbridge at Little Ferry, New Jersey, in May 1963. It's difficult to tell, but the NYC's West Shore crosses the creek on a bridge directly in front of the Susquehanna's. Just ahead lies the road's roundhouse and yards.** LEFT: **Just after sunrise on March 6, 1998, GP18 1800 trundles across the same bridge. This area is now known as CP5 and is a popular gathering spot for railfans. CSX trains beginning their run up the Hudson Valley cross the ex-West Shore bridge, plus Susquehanna switchers and locals (and the occasional through freight) on their parallel bridge make this a busy spot.** BELOW: **On November 7, 1998, Susquehanna 2-8-2 No.142 crosses Overpeck Creek with an excursion bound for Warwick, New York.**

became yard conductor and yardmaster for the Erie-Lackawanna, Conrail and New Jersey Transit. Bob's interest in trains led to his becoming a noted rail photographer, with photos published in national rail magazines for over 50 years.

Bob retired from NJ Transit in 1985 and now resides in Camp Hill, Pennsylvania (near Harrisburg), with his wife Ann and miniature schnauzer Tim. His first color book, *A Golden Decade of Trains: The 1950's,* was published by Morning Sun Books in 1991. Over 50 railroads were covered in that first book.

I had the privelege of working with Bob on his most recent project — *Trackside Around New York City 1953-1967 with Robert Malinoski,* also from Morning Sun. What struck me when

ABOVE: **Not far inland from the Hudson Valley, the Erie Railroad (later Erie Lackawanna) ran through the mountains of Orange County, New York, heading for Port Jervis and points west. A westbound Erie Lackawanna passenger extra passes Black Rock Cut on its final descent into Port Jervis on November 5, 1965. On the point is E8A 832 and two sisters.** BELOW: **On October 28, 1999, the mid-day NJ Transit train from Hoboken to Port Jervis passes Black Rock Cut behind a GP40PH-2A (that sounds a lot less elegant than "E8"!). Very little freight moves over the line today, leaving it mostly for commuters.**

doing the book was that I had duplicated many of the scenes Bob had photographed, only decades later. It wasn't by design that I was copying Bob — in the examples here, I had taken photos at these spots before ever seeing the ones Bob had taken. Even though there is a lot of change evident in the passing decades, the photos are a tribute to the timelessness of the hobby. What drew Bob to the tracks in the 1950s and 1960s still has an appeal that draws dozens of railfans.

I first met Bob in 1990 at a picnic sponsored by *Railpace* magazine at editor Tom Nemeth's house along Lake Wallenpaupack in the Pocono Mountains. Bob had brought along a selection of slides that he had considered for inclusion in his first book. Despite the good weather outdoors, a large number of guests packed Tom's living room for the Bob's slide show. Everyone was struck by the crispness of Bob's 40-year-old Kodachromes, and every shot was greeted by at least one "Wow!" Bob was looking for honest feedback from the crowd, and I believe he honestly didn't think some of his work was worthy of a book. He prodded the crowd, looking for a fault in this photo or why that photo shouldn't make the cut. But "Wow" was the honest feedback for every shot.

Hervey Junction

Conventional railroading is alive and well in this remote Quebec backwater

George Pitarys
Photography/the author

BACK-WA-TER: A place remote from the center of activity. The term may often be used in the pejorative sense, yet a *backwater* is inextricably linked with nostalgia, a major component in the railfan hobby, and thus such locales are eagerly sought out by our fraternity.

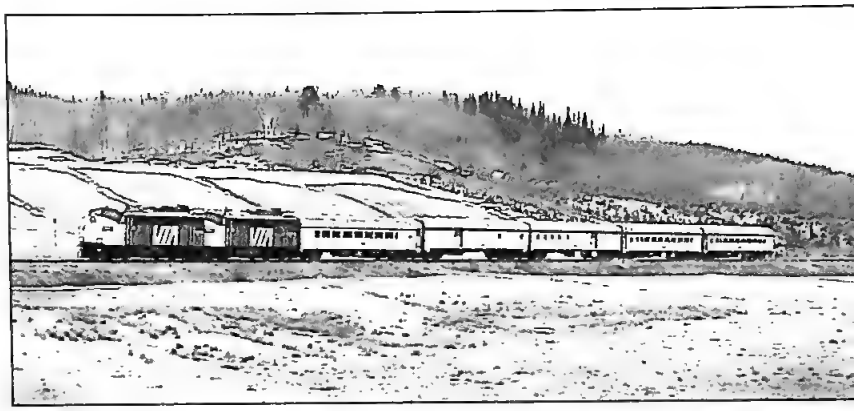
One such area is the Canadian National line up the north shore of the St. Lawrence River, from Montreal to Hervey Junction, Quebec, encompassing the Joliette, Lac St. Jean, and La Tuque Subdivisions. Beginning in Canada's second-largest city and stretching to penetrate the wilderness of northern Quebec, this area has several qualities that are reminiscent of the bygone days of railroading. Before delving into some of these attributes, let's define the area,and the lines which serve it.

The Joliette Sub begins at Point aux Trembles in the northwestern outskirts of Montreal and heads northeast, paralleling the course of the St. Lawrence, although not closely. It continues along the flat plain of the river for some 88 miles, passing through its namesake city and terminating at Garneau Yard in Saint George, across the St. Maurice River from the city of Grand Mere. While most of this trip is in fact on the river bottom, a notable exception is the crossing of the Mascinonge River at Ste. Ursule. In a provincial park, the river plunges through a series of waterfalls while the railway crosses the head of the gorge on one of the highest trestles in eastern Canada. Another interesting feature of the line is a 610-foot tunnel just west of Shawinigan.

The Lac St. Jean Sub starts at Garneau yard and extends 203 miles to Arvida. Named for the large lake at its northern end, this subdivision exists primarily to connect with the Roberval & Saguenay Railway to tap the products of the huge aluminum industry centered in the area. Forest products, understandably, play a large role in this line's tonnage as well. For the first 19 miles to Hervey Junction, the line continues the bucolic course of the Joliette Sub but, shortly after leaving Hervey Junction, the line dives into the forest and travels most of its length without encountering much civilization before entering the Jonquiere/Arvida area.

The LaTuque Sub begins at Cap Rouge on the north shore of the St. Lawrence River, on the southern end of Quebec City. This line angles southwest through much of the same type of

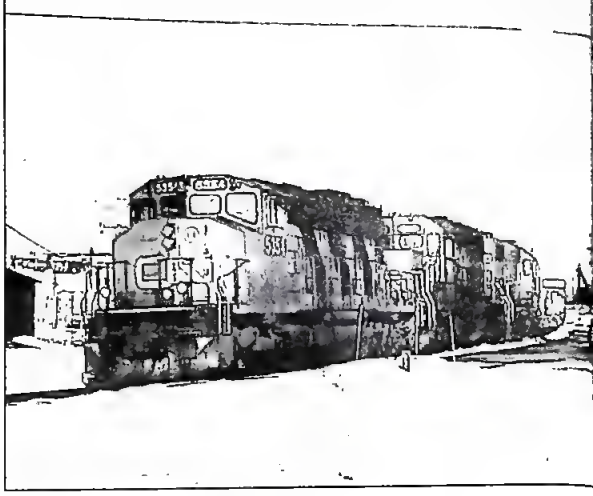
VIA No.603, the *Abitibi*, with an F40 and an FP9 leading and *Banff Park* trailing, crosses the high bridge at the head of Ste. Ursule Falls on August 20, 1999. This is a great place to have a picnic and watch trains (OPPOSITE). With a pair of FP9s, the *Abitibi* is minutes from Hervey Junction as it passes through St. Thecle on April 7, 2000 (BELOW). After the *Abitibi* was split into separate trains, the *Saguenay* makes the station stop at Hervey Junction on April 7, 2000 (BOTTOM).



Late in the afternoon of February 21, 1998, Toronto-bound No.369 cruises past the brick VIA station at Shawinigan, Quebec. The ingots of aluminum behind the units identify this as an Arvida origin train (RIGHT). Senneterre-bound No.366 is passing the classic station, complete with baggage cart, at Hervey Junction before disappearing into miles of bush. In days past, the agent would have lived in the second floor apartment (BELOW).

farming territory that the other two lines encounter, until it reaches Hervey Junction, where it crosses the Lac St. Jean subdivision and turns sharply northwest headed for its namesake town and, finally, the end of the subdivision at Fitzpatrick. Originally part of the National Transcontinental Railway, Fitzpatrick is only the terminus of the LaTuque Subdivision, for the track continues to Senneterre and beyond. Leaving Hervey Junction this line, like the Lac St. Jean, cuts through very remote and heavily forested territory.

So, now knowing the basic geographic area, what makes this a backwater? For the first part, the answer is easy. A scant 30 miles to the east and across the St. Lawrence River lies CN's busy transcontinental main line, which easily moves triple the volume of the lines to the



Through the Day at Garneau

Train	From	To	Garneau Arr/Dep	Notes
409	Garneau	Montreal	0130	Wed-Sat
365	Senneterre	Toronto	0200/0500	
366	Toronto	Senneterre	0615/0845	
566	Garneau	Fitzpatrick	0700	Mon-Fri
368	Toronto	Arvida	0730/1300	
542	Garneau	Shawinigan	0915	Returns 1400
369	Arvida	Toronto	1000/1630	
408	Montreal	Garneau	1530	Tues-Fri
427	Joffre (Quebec)	Garneau	1700	Mon-Sat
428	Garneau	Joffre (Quebec)	1800	Mon-Sat
364	Toronto	Chambord	1900/0030	
565	Fitzpatrick	Garneau	2000	Mon-Fri
544	Garneau	Shawinigan	2130	Mon-Wed; Thur-Sat as required; returns 0200
363	Arvida	Toronto	2245/0630	

north. When service is "interrupted" on the main line, an adequate detour route is established using all three of these subdivisions. But given their normal operations, one could fairly say that these lines constitute a backwater.

The second part of that answer comes in two areas, although both are strongly tied to the passenger train that plies the route. This up one day, back the next service is regularly assigned two of VIA's small remaining fleet of FP9s. While occasionally one or two F40s may replace the FP9s, the regular power will be a pair of elephant style 6300 series cab units. The places where one can view these rare veteran units in regularly scheduled public service are indeed few and far between, and is a nostalgic throwback to the earlier halcyon days of diesel pass-

Sweeping around a curve north of St. Tite on February 21, 1998, No.417, the weekday Quebec City-to-Garneau turnaround has yet to reach Garneau. A quick drop and lift will have it headed home within a couple of hours (BELOW). **Emerging from the wilderness on its 330 mile trek from Chibougamou, No.416 has but 18 more miles to Garneau as it passes Hervey Junction early on the morning of August 18, 1999** (BOTTOM).

enger service. (The delivery of 21 GE P42-9DC's beginning in November 2001, will spell the end of the F-units on these trains as F40PH's are cascaded down into secondary service. — *Ed.)*

The second scent of nostalgia is more subtle and, for me, perhaps personal. In today's world, unless one is a regular commuter, transportation by rail is not a major consideration for the public at large. But there was a time when the arrival and departure of a passenger train was a major event in the daily life of a town. That sense of importance is long gone in many areas, but is clearly evident at Hervey Junction. You just *know* the train is imminent. Passengers and onlookers begin to trickle in, the traveling VIA agent wheels into the station, baggage is loaded on the carts and wheeled onto the platform.

Abitibi Consolidated's Laurentide Mill in Grand Mere is a major customer on CN's Joliette Sub, and merits two switchers per day. On April 7, 2000, No.542, with a pair of GP38-2s, is servicing this important shipper (BELOW).

This train supplies many remote sporting camps, and all manner of things are stacked on the platform for loading into the baggage cars, from lumber and furniture to dogs in cages. The train eases up to the station, and there is a general sense of urgency as the materials are loaded or unloaded from the baggage cars, goodbyes and greetings are exchanged and the train whistles off and quickly accelerates away. As it pulls away, I am fondly reminded of the days when I worked such a station, selling tickets, handling baggage and reporting the OS to the dispatcher, all the while hearing the agent clumping around in his lodgings overhead. Indeed, it is a pleasant trip back in time whenever I watch this scene.

How much activity might one expect to find on these three backwater subdivisions? First and foremost, there's the passenger train. The northbound *Abitibi* is due out of Montreal's Central Station at 8:00 a.m. on Mondays, Wednesdays and Fridays, due at Ste. Ursule about 10:25 a.m., Shawinigan at 10:58 and Hervey Junction at 11:45. Normally, the train is made up of two units , a coach, two baggage cars and two coaches. Arriving at Hervey Junction the train is split. One unit, a coach and baggage car become the *Saguenay* departing at 11:55 for Jonquiere on the Lac St. Jean Subdivision. The other unit and the remaining baggage car and two coaches continue on to Senneterre as the *Abitibi* at 12:15 p.m. The entire process is reversed on Tuesdays, Thursdays and Sundays, when the trains are combined at Hervey and depart for Montreal at 1:40 p.m. on Tuesdays and Thursdays, and at 6:40 p.m. on Sundays.

Freight operations in the area are centered on the yard at Garneau. Located in St. George, across the river from the quaintly named city of Grand Mere ("grandmother" in English) the yard was built in the 1960s and includes a facility for servicing and light locomotive repairs. Power in the area can be anything on the CN roster. Garneau is a crew change point for through trains, and several local and turn jobs originate and terminate here. Like any schedule, train times are subject to change, but a brief synopsis of freight operations at Garneau is shown in the sidebar. More work is performed on the through trains than a simple crew change, and, for a backwater, there is more than sufficient activity at Garneau to keep a railfan occupied!

Railfanning these subdivisions can be challenging. The Joliette Sub is especially difficult to chase, as the roads do not follow the straight line of the railroad. A more productive strategy for this line is to select a location and wait. Ste. Ursule Falls is highly recommended. It is reached by taking Route 348 west from Louiseville. Take an immediate left after crossing the second set of tracks on Route 348 and you'll be in the provincial park that contains the falls. The overhead bridge next to the classic stone station in downtown Shawinigan is another excellent vantage point.

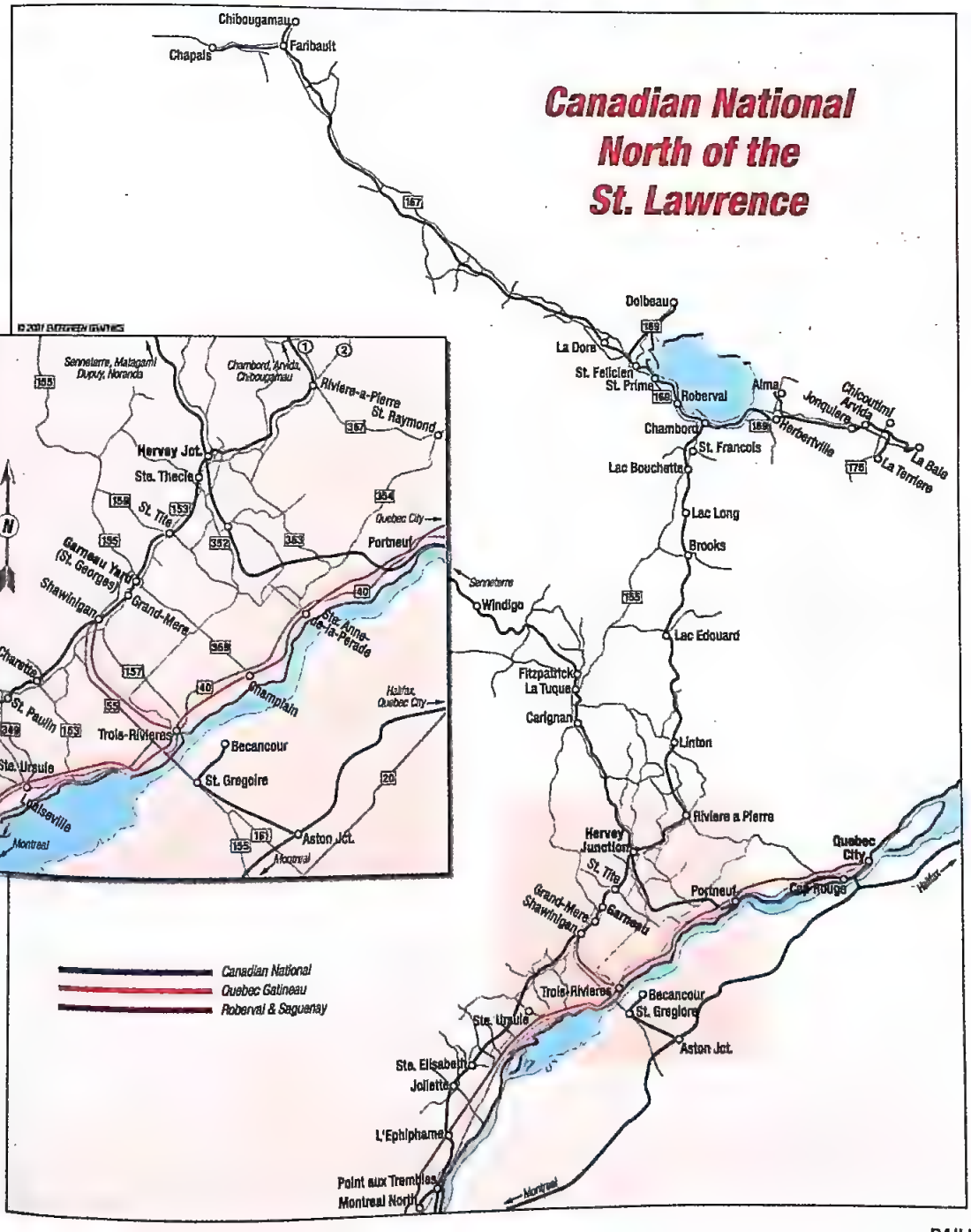
The Lac St. Jean Sub from Garneau to Hervey Junction is much more accessible, and numerous locations are available by following Route 153 through the towns of St. Tite and St. Thecle. Some prudence is required passing through these small towns, but it is possible to chase a train. South of St. Tite there is a large open field which affords a good view of all trains.

The LaTuque Sub may be reached at a number of points, but is difficult to follow closely. On Route 352 south of St. Tite, approaching St. Adelphe, there is an impressive trestle, which the Quebec City turn frequently crosses enroute to Garneau around noon.

All this territory is dispatched from Montreal under track warrant authority, except for a section of CTC at Hervey Junction. Monitoring the dispatcher at 161.415 can be very helpful, but this is Quebec and almost all conversations are conducted in French. A good local map, such as Cartotek's Mauricie-Couer de Quebec edition, available in most convenience stores in the area, is highly recommended. Food and lodging are plentiful, and the current exchange rate is very favorable towards the U.S. dollar.

If you're looking for something other than a constant parade of trains in a setting more reminiscent of the 1950s rather than 2002, find a "backwater." I can recommend a good one.

The pile of poles at trackside and the cars of lumber in the train gives a hint of the region's reliance on wood products, as No.416, a now-defunct schedule, passes through Herouxville just north of Garneau Yard on August 18, 1999 (ABOVE).



On Borrowed Time

Tip-Up's Geep '20s Are Near the End of the Line

Steve Smedley/photography by the author

FAR FROM THEIR DAYS RACING REEFER BLOCKS between Argentine and Corwith for the Santa Fe, the five remaining GP20R's in service on Rail America's Toledo, Peoria & Western Railway are on borrowed time. Most were retired and stored after Rail America brought in second-hand power in the form of GP38s and former CN GP40-2W's, and with the arrival of one former Southern Pacific SD45R and five SD45T-2s, the units spent their final weeks in yard service and on locals.

The LaHarpe Job runs once or twice a week between Tip-Up headquarters at East Peoria, Illinois, and LaHarpe, in west central Illinois, to interchange with the Keokuk Junction Railway. The KJRR gets overhead traffic for Norfolk Southern, which TP&W receives from NS at East Peoria. The line's 62 miles of ten m.p.h. slow orders has crews referring to the run as the "LaHell" job. TP&W has not run a train west of LaHarpe to Lomax and the connection with the former Santa Fe main line to Fort Madison, Iowa, since February 2001, instead using the ex-Burlington line from Peoria to Galesburg. "It was nice, getting those units out there (on BNSF), opening 'em up and letting them run," said former TP&W engineer Rance Grieder, now running for Canadian National/Illinois Central. The units ran their fastest on the Santa Fe, and Grieder acknowledged that it was good to "burn the cobs out of them" every once in a while. The GP20R's are also used on the Kolbe Local. Kolbe, south of Peoria in Mapleton, Illinois, is home to a large chemical plant where a crew spends its shift switching tank cars.

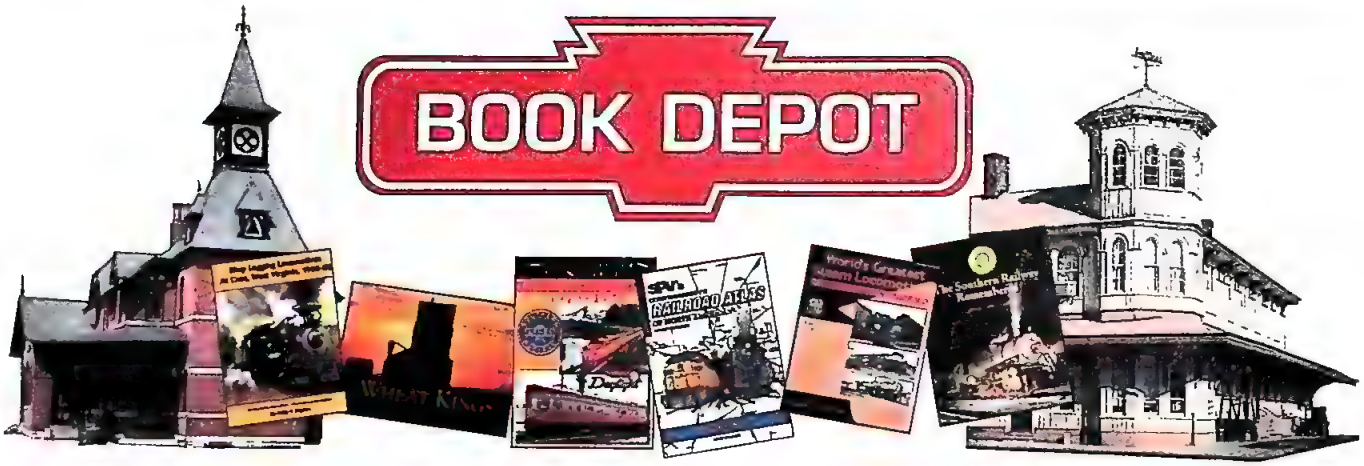
Engineer Richard Norman, a 25-year veteran, spoke about the units' impending doom. "I came from Penn Central and Conrail, ran between Pekin and Danville. We always had long hood forward Geeps. I hated them for visibility. The control stand was set up better and the visibility was great on the 2000s. I'm going to miss them. Those six axles are harder to get on and off of for switching, too."

Three of the remaining GP20R's in service are the 2052, 2054 and 2056 in Susquehanna yellow and black paint, applied at Delaware Otsego's Utica, New York, shops prior to the Rail America purchase. The other two are BNSF 2021 and TP&W 2010, which, in an ironic twist, were received in a real estate swap with the Keokuk Junction during the first few months of Rail America ownership.

The author thanks Mike Clasing, Bob Lehman, Garland McKee and Bob Orozikomoto for their help with this article.

The westbound LaHarpe Job crosses Peoria & Pekin Union's Illinois River lift bridge on November 5, 2001 (LEFT). **Engineer Richard Norman talks about the units during a break at Mapleton, Illinois, on the Kolbe Local** (OPPOSITE LEFT). **Extra 2056 East passes the Early Bird feed mill in El Paso, Illinois in February, 1999, shortly before it was demolished** (OPPOSITE RIGHT). **Ex-SP GP40X 4056 leading a CEFX SD45T-2 on the Gilman-East Peoria job show TP&W's new face at Gridley on October 27, 2001** (ABOVE).

BOOK DEPOT



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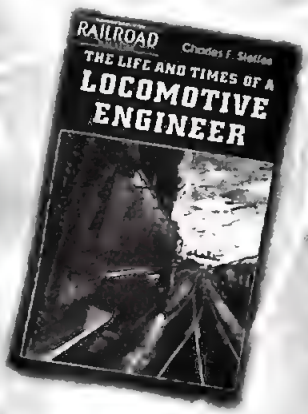

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On The Menu

News and detail on dining by rail — by JAMES D. PORTERFIELD

California Poppy: A Saga of Sorts

ON NOVEMBER 27, 1892, the Santa Fe Railway inaugurated its crack Chicago-Los Angeles train, the *California Limited*. In the process, the company made the kinds of decisions those with a passion for railroad history find interesting to note. One decision was to give male guests on the train a complimentary leather billfold, and the women flowers. Another was to include a library car in the consist, as well as offering many other amenities of named-train travel — barbers, ladies' maids, all-Pullman equipment — the latter perhaps a necessity for a one-way run that lasted nearly three days. By the time it ceased operation in 1971 with the creation of Amtrak, it was one of the oldest named trains in America.

Many of the *California Limited's* well-heeled passengers were destined for resort hotels along its route. Lucius Beebe pointed out that it "paused, conveniently, under the porte cochère of the Green Hotel at Pasadena." The railroad invited Fred Harvey, already famous for the eating houses bearing his name, to extend his culinary expertise to the train's dining cars, making it the first train on which a Harvey meal was served. Typical fare on the *California Limited* might find your waiter delivering Little Neck Clams, followed by a relish tray, lettuce salad, an assortment of entrees that included game — Broiled Quail on Toast, for example, or Roast Squab au Cresson — and fresh vegetables of the season, ice cream (in 1892, mind you) or a variety of cakes for dessert, then cheese and fruit, and coffee. "After dinner coffee served in Composite Car if desired," the menu reminded, perhaps to clear the dining car for others awaiting a meal. The railroad is said to have purchased the entire output of Sierra Cheese from its maker to add further distinction to the *Limited's* dining cars.

Little surprise, then, that Santa Fe executives also selected a distinctive china design to grace the tables of the *California*

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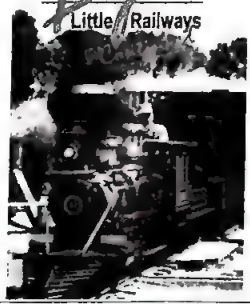

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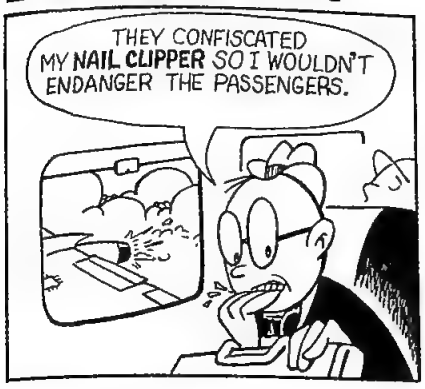
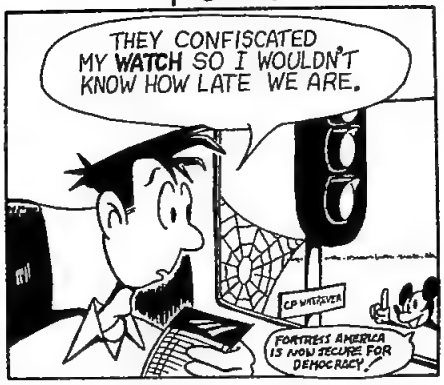
by CURT KATZ





consists of arrangements of yellow golden poppies (the California state flower) attached to a background spray of tan and green leaves, mounted on white china. While the name of the artist responsible for the design appears to be lost to time, the California Poppy pattern has proven timeless. With minor exceptions attributable only to the peculiarities of its various manufacturers (German china makers, for example, added more leaf spray), it remained unchanged between 1892 and 1971. During that lifetime, the pattern found its way onto a number of Santa Fe named trains, includ-ing the *Santa Fe Deluxe, El Capitan, San Francisco Chief* and *Texas Chief,* as well as into Harvey House dining rooms.

This history may have been on the minds of the California State Railroad Museum Foundation, the non-profit association which supports CSRM, when it began work on reproducing California Poppy china. "It proved to be a significant and lengthy undertaking," says Jim Cullen, Director of Planning, Operations and Retail for the Foundation. "And we were lucky to have the enthusiastic support and assistance of Dick Luckin." Dick Luckin (see R&R, May 1997), owns China Concepts and his books include *Dining on Rails: An Encyclopedia of Railroad China.* Luckin says "It was one of the most challenging china projects I've ever had."

Hear Jim Cullen: "The original manufacturers, Bauscher of Weiden, Bavaria, then later Heinrich & Company and Hutschenretuher in Germany, and ultimately Syracuse China of Syracuse, New York, went through many trials to insure the poppy flower and foliage colors were faithful to the real thing. Syracuse went so far as to tend a bed of the poppies at its factory to serve as models for its artwork. Our goal, to produce museum quality replica china, required just as painstaking an effort."

Original pieces of California Poppy china, particularly early German-manufactured examples, are highly prized by collectors. Rare pieces can fetch some very high prices. The California State Railroad Museum itself has a large collection of California Poppy china displayed in its spectacular exhibit on the 1937 dining car *Cochiti.* With the collecting of original pieces a costly proposition, the person fortunate enough to do so would probably not want to risk using their hard-found possessions around the house. An authorized replica sold through the CSRM Museum Store, with proceeds benefiting the Museum, seemed in order.

"Collectors like the Bauscher pieces better," says Luckin. "The railroad, however, did not like the German pieces because, in its words, 'the flowers were not accurate.' That's when they chose a domestic supplier instead. Syracuse China was far and away the biggest producer of California Poppy. Our thought, then, was to base our coloring of the flowers on what Syracuse

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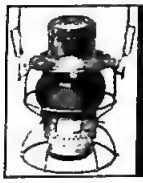
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to obtain more detailed information.

China supplied the Santa Fe back in 1970."

The Foundation received BNSF's permission to reproduce the china in 1999. At the same time, the idea was endorsed by the California Sesquicentennial Commission and the Governor of the State of California. A significant artifact of California's and railroading's history was about to be reintroduced. With the go-ahead, it still took Dick Luckin a year to perfect the china. "When I use the word 'reproduction,'" says Luckin, "that means duplicating the pattern 100%, or at least as closely as possible based on today's standards and methods of production." Dick had already developed authentic replicas of the Dreyfus-designed 1938 *Twentieth Century Limited* china for Private Car Limited, the *Prospector* plate for the Intermountain Chapter NRHS, San Diego & Eastern china for the San Diego Railroad Museum and D&RGW china for Centennial Publications. Luckin says "Customers, whether it's the CSRM Foundation or other groups, or the individual buying the piece, expect the reproduction to be accurate."

But what took so long? "Well," says Luckin, "several factors account for that. Lead glaze laws, for example, had an impact on our color pallette." It seems that the yellows and oranges used in the original china to capture the flower, as Luckin put it, "love lead." Today, of course, high lead content is a no-no. But low lead yellows and oranges became too dark under the high heat needed to under-glaze the pieces. "Ultimately," says Luckin, "we did find a color combination that retained visual accuracy in the low-heat in-glazing process used on the final dishes."

Further complicating the process is the fact that the manufacturer was contractually obligated to "duplicate as per samples museum quality" dishes. "China companies like to interpret, not duplicate," says Luckin. "So in some test firings the flowers were made too small, or had been repositioned." In all, six test firings were required before approval was given to the patterns and process. "I hand inspected the first 1000 pieces," Luckin adds. "Flaws that may be acceptable among the thousands of pieces of china that go to restaurants are unacceptable in historic reproductions."

Finally, the varieties of piece shapes have shrunk over the years. Dick Luckin: "In tea and coffee cup shapes, where there used to be 30-odd choices, today there are six or eight. In tea pots, bodies have become less bulbous, more squat. And today, creamers come only in a few shapes." In the face of this, when the original shape or construction is no longer available, Luckin relies on what he calls "a railroady look" to make his choices. "Don't ask me what that means," he says, perhaps not realizing that he among all, whose knowledge and passion has accumulated over a lifetime, is best suited to make such a call.

The result of such care and attention to detail on the part of Luckin, Cullen and others at CSRM and the Foundation, is a beautifully executed array of pieces. The standard 9¾" dinner plate, 7⅛" side plate, 4¾" fruit dish, and cup and saucer can be purchased individually or as a five-piece place setting. There is also an 8⅞" rim soup bowl to complete the courses. The CSRM museum store offers special pricing for a 20-piece or a 24-piece place setting for four. For current prices, or to order, call the California State Railroad Museum Store at 800/417-7245 or visit the Museum's website at *www.californiastaterailroadmuseum.org*.

"One more thing," says Jim Cullen. "We are in the final stages of producing a softbound 22-page book on California Poppy china by Dick Luckin. It is lavishly illustrated with many color photographs, including illustrations and photographs from vintage Santa Fe publicity materials that help set the stage for the story of the pattern. We've even found photographs of rare pieces seldom seen even by seasoned collectors." The price, not set at this writing, will be found at the Museum Store's website.

"This china will satisfy railroad enthusiasts, Californians, fans of the Golden State's mystique, serious collectors, and novice California Poppy enthusiasts," says Cullen. "Our plans are to add several new reproduction pieces, including serving pieces, each year." Luckin, meanwhile, is busy duplicating another floral pattern for an unnamed railroad museum. With so many anniversaries in railroad history appearing on the horizon, starting with the B&O Railroad 175-year celebration in 2002-2003, he may be a busy man.

Date Saver

Dinner train operators, make a note: The Third Annual Dinner Train Operator's Conference, hosted by Lance Burak and Leslie Holloway of the Cafe Lafayette Dinner Train, in North Woodstock, New Hampshire, will occur over the first weekend in November, 2003.

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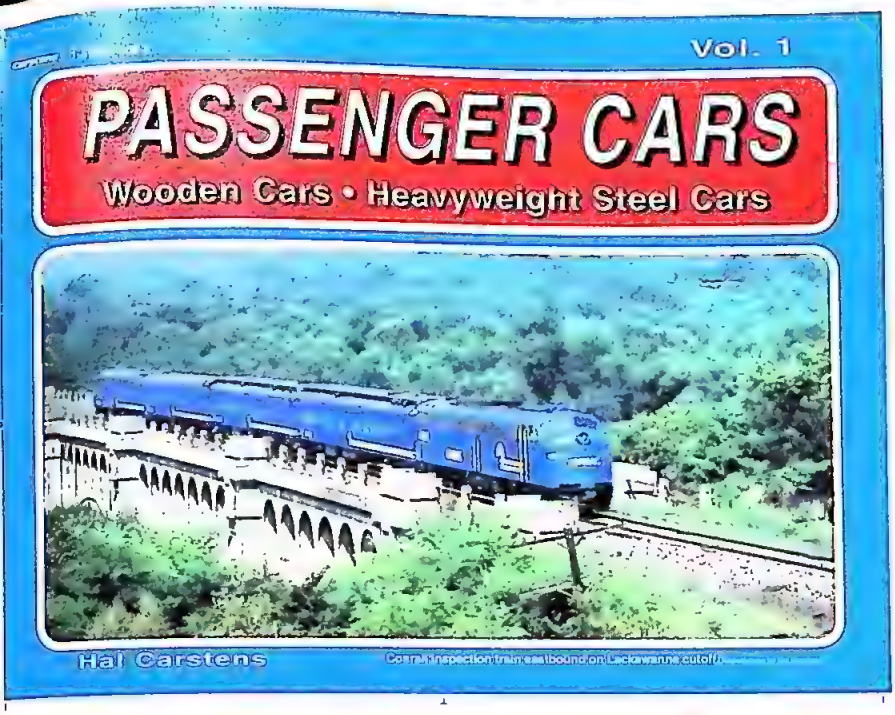

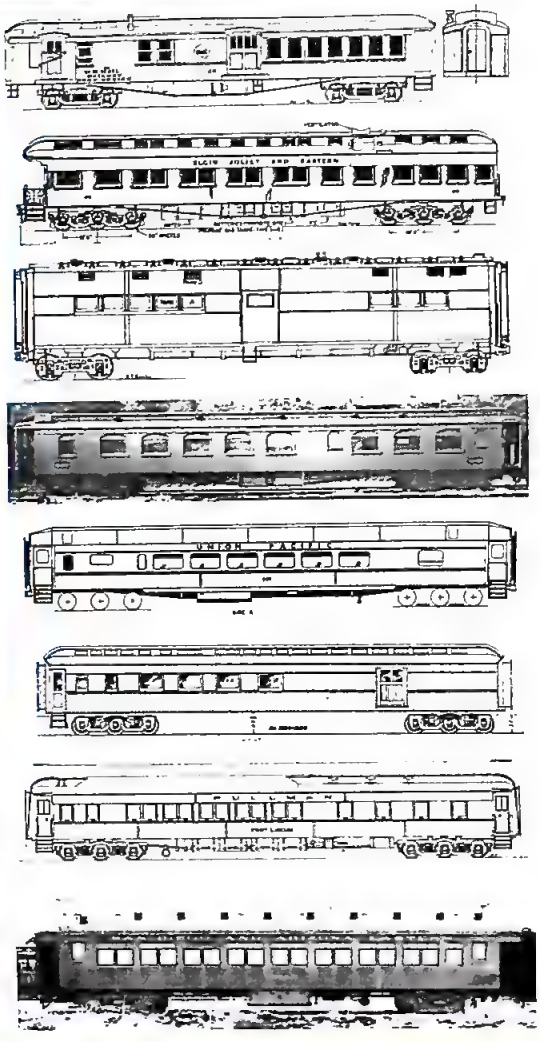

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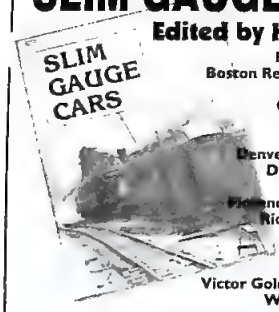

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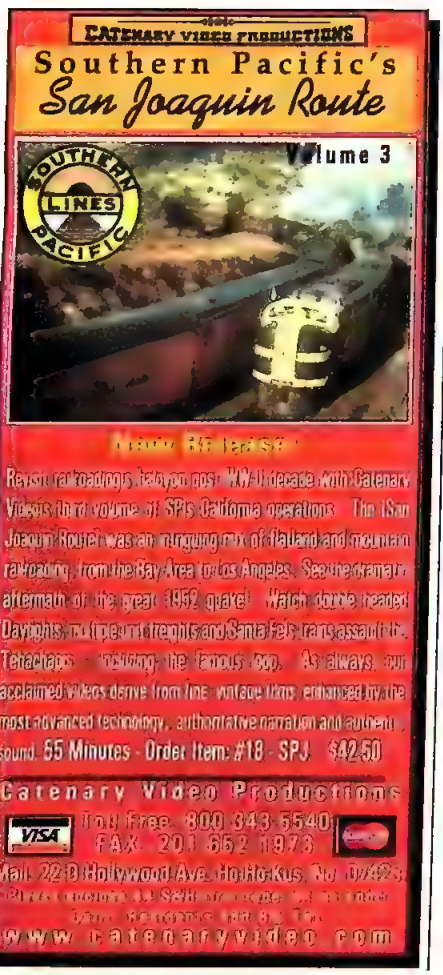

Transit Currents

Light rail, transit and commuter rail news

Transit Responds to

FEW OF THOSE NOW LIVING will forget the circumstances of September 11, 2001 — the destruction of the World Trade Center and the near destruction of the Pentagon. The collapse of the World Trade Center's two towers caused damage to several subway lines and MTA New York City Transit has had to work around the problem ever since.

For the No.1 line, which operated from the Bronx to South Ferry, the train route from Chambers Street to Battery Park is closed and has been rerouted to Brooklyn; the No.1 trains now terminate at New Lots Avenue, the former terminal of the No.3 train. The No.1 line trains ordinarily passed under the World Trade Center site. As it is now, the No.2 line trains pass through the Chambers Street and Park Place stations without stopping, and then continue on into Brooklyn and the Flatbush Avenue terminal. The No.3 line trains terminate at 14th Street in Manhattan rather than New Lots Avenue in Brooklyn.

The A train does not stop at Chambers Street, but otherwise runs in its normal fashion. The C trains do not run at all. In the past the E trains terminated at the World Trade Center near Chambers Street, but they now pass through Chambers Street station without stopping and continue to Euclid Avenue in Brooklyn.

The N and R subway trains are rerouted at Canal Street and cross into Brooklyn over the Manhattan bridge; this is in place of using the downtown tunnel under Church Street, which is just east of the World Trade Center site.

As readers know, the Port Authority Trans-Hudson (PATH) line between Newark and the World Trade Center terminated eight stories down in the basement of the WTC buildings. This line has been closed. Because of water in the tunnel from efforts to extinguish the WTC fire, the tunnels under the Hudson River have been plugged by a temporary concrete barrier at the New Jersey end. PATH is not providing service at Exchange Place station in Jersey City. However, normal PATH service is offered between Newark and Hoboken and to 33rd Street in Manhattan.

In Chicago, there was serious concern that terrorists would strike again. By about 8:30 a.m. Chicago time on September 11th the mayor's office was asking the operators and tenants of large office buildings, such as the John Hancock and Sears Tower, to let people leave. There was at least a partial evacuation of the Chicago Loop. The Chicago Transit Authority, PACE, Metra and the South Shore Line had just gotten all the commuters in to work when the process had to be reversed.

The Northern Indiana Commuter Transportation District's South Shore Line service was a good example of the sort of thing that went on in various parts of the country. By 8:30 a.m. South Shore trains had delivered about 5700 commuters into Chicago for work. The general manager of the South Shore heard about the attack on his car radio and he called the office and the dispatchers. South Shore trains were immediately pulled from the storage tracks south of Randolph Street back into the station. As soon as eight-car trains were loaded they were dispatched back to Indiana. By noon 5300 of the 5700 commuters had been returned to Hoosierland. The evening rush hour saw less than 400 South Shore passengers leaving Randolph Street station.

All over the country public transit operators of bus and rail helped move people away from spots considered to be subject to the threat of terrorism on scary September 11th.

MICHAEL T. BURKHART

McKINNEY AVENUE TRANSIT AUTHORITY car No.186 traverses the line's namesake road on October 29, 2001. An expansion of the historic streetcar system is planned to the DART Cityplace station, integrating the McKinney operation with the rest of the city's light rail.

by GEORGE M. SMERK

Terrorist Attacks

More rail riders

The American Public Transportation Association announced that public transportation ridership is on the rise all over the United States. The 9.4 billion rides taken in 2000 was the highest number in over 40 years. Subways and heavy rail transit were the leaders with a 7.6% increase in patronage.

Demand response service saw a 5.9% increase; light rail transit enjoyed a 5.3% increase in patronage. Commuter rail was just a short distance behind with a 5.2% ridership increase. In specific cases, the San Francisco Bay Area Rapid Transit system experienced a 7.6% increase in patronage. Additions to the rail line in San Jose, California, won light rail a 34% increase in patronage. Denver's light rail system showed a 40.6% increase.

Canada News: GO Transit and Ottawa

GO Transit, the commuter rail and bus operation in the Toronto metropolitan area, is enjoying extremely high ridership. There is a real space crunch on the trains. To better serve its passengers, GO Transit has purchased 20 new copies of its distinctive bi-level passenger rail cars. Delivery will begin in fall 2001, with final delivery in summer 2002. The new cars will permit GO Transit to operate trains of up to ten cars in busy corridors. The additional equipment will allow two completely new six-car trains for service to Bradford and Stouffville. These are the first new rail cars received by GO Transit in ten years.

GO Transit has a regular program of rehabilitation and refurbishment for the rail cars, which extends their service life by 15 to 20 years. Of the 319 bi-level cars in the GO Transit fleet, 70 have been through the rehab program and another 71 will be finished by 2003. GO Transit has a fleet of 45 locomotives; 15 of these are to be refurbished in 2001 and 2002.

In Ottawa, three new diesel-powered light rail trains were delivered to the city from Bombardier Transportation. The service was to begin in late summer 2001 and will be the first operating example in North America of such diesel-powered light rail. Readers will recall that the Camden-to-Trenton, New Jersey, service will also use diesel-powered light rail.

The light rail service in the Ottawa metropolitan area will use existing trackage of the Canadian Pacific. The service will run from Lebreton Flats to South Keys. Additional stations will be Carling Avenue, Carleton University and Confederation Heights. Trains will operate from 6:00 a.m. to midnight, with service every 15 to 30 minutes, depending on the time of day and day of the week. Thanks to Transport 2000 Canada (P.O. Box 858, Station B, Ottawa, ON K1P 5P9).

Pittsburgh: Trolleys across the river

Pittsburgh's Port Authority Transit has a problem: How to get across the Allegheny River? A line will be built from the Steel Plaza subway station downtown to the new Pittsburgh Pirates and the Pittsburgh Steelers stadiums. The question is whether the river should be dredged out and then tunnel segments dropped into the trench, or should the tunnel be drilled through the rock beneath the river. Some people in the region are very upset about dredging the river because it would stir up all sorts of stuff and jeopardize aquatic life. It is generally felt that tunneling beneath the river would have a less deleterious impact on the body of water. The down side of the mining operation is that it would cost more

TOM GRUMLEY

THE O-TRAIN scoots northward at the Ellwood diamond in Ottawa, Ontario, on its first day of operation on October 15, 2001. The O-Train is a two-year pilot project over Canadian Pacific trackage using cars built in 2000 by Bombardier in Germany.

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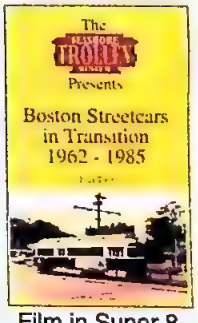

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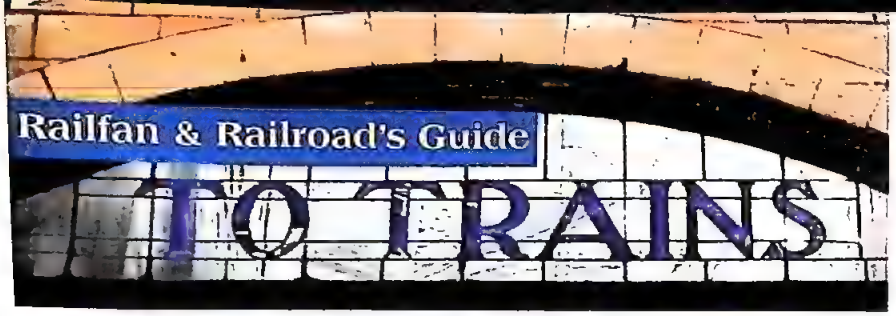

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than the dredge and drop-in tunnel method. Many thanks to Jim Cerny for the news.

Triangle Transit Authority

The Triangle Transit Authority in North Carolina serves the Raleigh-Durham area. The authority is planning rail service with a target date of 2007, linking the state capital at Raleigh with Durham. Proposed as a light rail line, it will use diesel multiple units sharing right-of-way with freight trains. Some readers will recall the Siemens diesel-powered light rail RegioSprinter that toured the nation in the late 1990s. Except for the South Jersey line, there are no light rail DMU lines planned or under construction in the U.S. The initial order is expected to be for 26 two-car trains, which would have a capacity of 3200 passengers an hour operating every 7.5 minutes. It should be noted that the ability to withstand impact in a crash with freight trains is important. What the Triangle Authority plans to do is use the freight right-of-way but build its own trackage. Even so, a degree of separation between the freight and passenger lines appears to be necessary. Thanks to Richard Hunt for the information.

Red Car redux on Exposition Line

Many years ago, the famed Pacific Electric Red Cars ran between downtown Los Angeles and Santa Monica. The Los Angeles Metropolitan Transportation Authority owns the right-of-way of the old Red Car line. Los Angeles is in the process of doing a long-range transportation plan, and a private group of citizens called Friends for No.4 Expo Transit (P.O. Box 64943, Los Angeles, CA 90064, 310/393-9025, fax, 310/393-9810, *friendsforexpo@aol.com*) has been formed to support the proposed rail service. The traffic mess on the Santa Monica freeway is enough to raise interest in an alternative means of transportation. The Friends for Expo Transit are pushing the fact that a fast, comfortable, safe, exhaust-free, high-capacity light transit line would provide that alternative. Many jobs are at both ends of the proposed line, as well as opportunities for recreation, education, and cultural experiences that range from Santa Monica beach to Exposition Park and Staples Center. Over 800,000 people live along this corridor. Thanks to John Allan Lee for the information.

Flashes

Call it an interurban line or a commuter rail line, but **FLORIDA** Senator Bill Nelson supports the high speed rail passenger line between Tampa and Orlando. Senator Nelson and Senator Bob Gramm will seek $10 million from the Federal Transit Administration for preliminary study. It is thought the rail service would improve the chances of Florida hosting the 2012

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

Summer Olympics. Many thanks to Mitchell Green for the news.

The Cherry Blossom mutiny on April 7, 1999, was a fire bell in the night to the **WASHINGTON METRORAIL** management. Fed up riders who were sorely vexed and badly frustrated were trapped on a subway train by cascading breakdowns and delays, then refused to vacate a second train that had broken down. To address the problem, management first saw that their engineering department was sorely understaffed and has now boosted that group. They have been busy designing solutions to Metrorail operational and rail car problems. John Hanlon supplied the information.

If you want to know the real solution to the **TRANSIT PROBLEM**, read *In Our Humble Opinion: Car Talk's Click and Clack Rant and Rave* by Tom and Ray Magliozzi. The chapter entitled "And My Brother Has the Ph.D. in Marketing?" would solve most transit problems and would make huge numbers of people abandon automobiles. The point that Click and Clack make is that public transportation is no fun, and they have original suggestions on how to make it more fun and attract many riders.

Whoops! The **SOUTH JERSEY LIGHT RAIL** line that is under construction between Camden and Trenton had a problem when a bridge collapsed on the Rancocas Creek in early April. The International Rigging Company of Alameda, California, will engineer and manage the salvage of the bridge. Also in New Jersey there is growing interest in extension of PATCO to Gloucester and northern Cumberland counties along the Route 55 corridor. The reason: traffic is a mess. Thanks to Homer C. McDansey for the information.

From Steve Scalzo in Chicago I learn that the Regional Transportation Authority's **METRA** commuter rail division is making much news about safety around rail stations. Safety blitzes are underway at all stations and there is a big push to promote safe and responsible behavior around the railroad. Furthermore, PACE, the suburban bus operation, which provides a good deal of feeder transit service to the commuter rail lines, is under pressure to drop the bus services that do not cover enough of their costs out of the fare box. This includes Route 554 between Elgin and Schaumburg that carries 24,225 riders a day and yet recovers only 70% of its costs from the fare box.

Charles Bogart sends the good word that **JEFFERSON COUNTY** voters in Kentucky (Jefferson County contains Louisville) in a survey say they are willing to pay more in taxes in order to help build a light rail line. The light rail tax referendum might be put on the ballot when the merged city/county government becomes reality in January, 2003. If the referendum is successful, the Transit Authority of River City would move to increase the county's occupational tax to 2.3% from 2.2%. This would generate $16 million annually to help pay off the bonds for a rail line.

As soon as the final environmental approval is received in 2001, Los Angeles County Metropolitan Transportation Authority wants to begin its construction of a six-mile, $760 million light rail line that would run east from Union Station in downtown Los Angeles to East Los Angeles. Thanks to John Allen Lee for the news.

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Arkansas Lime Railroad Update

ARKANSAS LIME'S RAILROAD is still going strong, albeit now in standard gauge. Frequent trips are made from the quarry to the rock crushers near the Missouri & Northern Arkansas interchange at Limedale, Arkansas, but the distinctive narrow gauge GE's have been replaced by ex-Soo Line SW1200 No.2126 leased from National Railway Equipment, which pulls former Elgin, Joliet & Eastern air dump cars. The gas-fired lime kilns have been relocated adjacent to the quarry, and hopper cars of lime are hauled to the M&NA interchange at Limedale as needed. At three miles, the standard gauge line is slightly longer than the narrow gauge was.

This photograph was made on October 15, 2001, almost exactly one year after the end of narrow gauge operations on October 22, 2000. The narrow gauge locomotives and rolling stock were still stored at the quarry awaiting a purchaser. The small "rocker" style dump cars, determined to have little resale value, were being scrapped near the old processing plant above the M&NA tracks in Limedale.

For the complete story of the Arkansas Lime narrow gauge railroad, see *Arkansas' Unsung Narrow Gauge* in the September, 2001 R&R. — *LOUIS R. SAILLARD*

Clearly painted off-white to blend with its environment, National Railway Equipment (ex-Soo Line) SW1200 No.2126 was pulling ex-EJ&E air dump cars through the new loader at the Arkansas Lime quarry west of Limedale, Arkansas, on October 15, 2001. A narrow gauge dump car peeks out from under the old loader.

Next Month

Coming up in....

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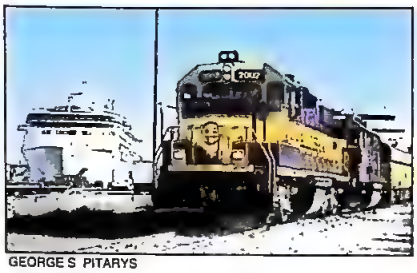

GEORGE S PITARYS

• ALASKA: Looking for a rail-fanning trip that the spouse will love? With "rail cruises" into the interior, Alaska may be the ultimate solution. Steve Barry looks at the options for the visiting railfan and takes a ride on Royal Celebrity's new rail cruise service.

• HAWAII: As Hawaii's economy moved away from agriculture and into tourism, the railroads on the islands also declined. Frank Kyper visits the Aloha State for a brief look at Hawaii's railroading past and looks at the preservation movement that's ongoing in four different locations in the state.

BOB MALINOSKI

MARCH 2002 ISSUE ON SALE FEBRUARY 1

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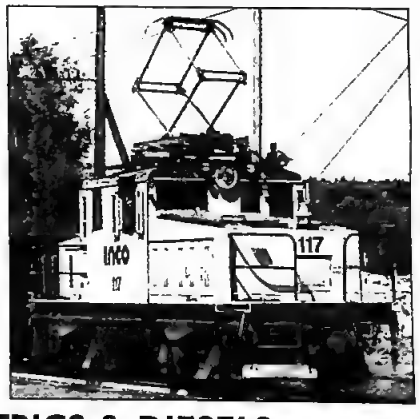

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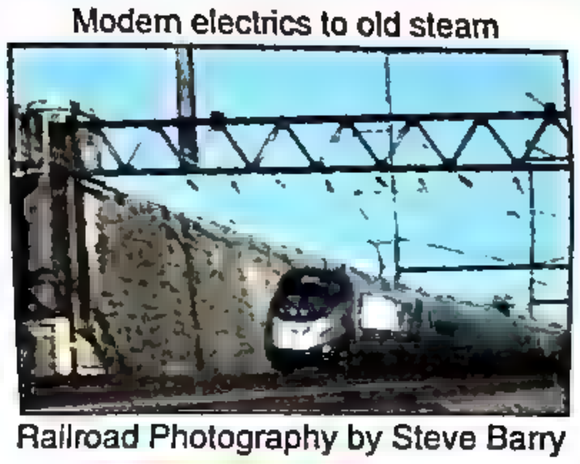

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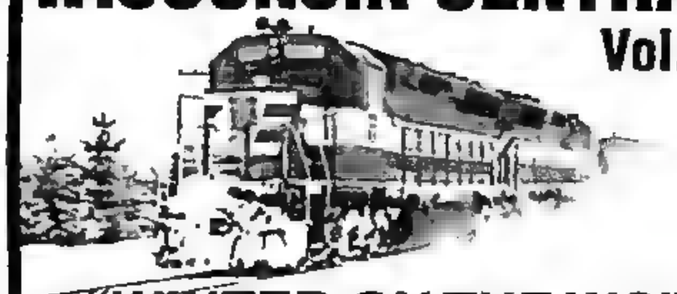

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Camera Bag

Your guide to railfan photography

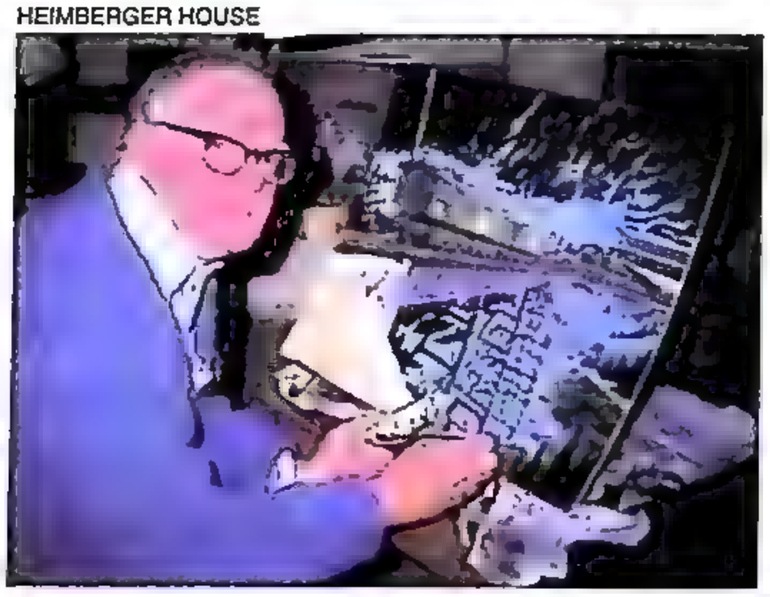
by JIM BOYD

Remembering Russ Porter

RUSSELL D. PORTER passed away on October 24, 2001, at the age of 83. He had been a contributor to RAILROAD MODEL CRAFTSMAN since 1956 and spent some time as its Midwestern Editor, working from his home near Milwaukee. He was an artist, draftsman and photographer, equally at home with real trains and the HO scale Western Valley Railroad in his basement. His magazine articles ranged from model photos and construction features to plan drawings of structures and locomotives.

I had already been exposed to Russ's work through the pages of RMC when I arrived in Milwaukee in the fall of 1961 to attend the photography courses at the Layton School of Art. We met, as I recall, at a meeting of the Wisconsin Chapter of the NRHS, and I was soon invited to join his "Monday Night Slide Group What Meets On Tuesdays." A schedule change in the recent past had created that odd-if-catchy name. Through this small but friendly group that gathered regularly in Russ's basement in West Allis, I got to know other local railfans like Bob Ferge and Bob Bullermann, who became good friends.

HEIMBERGER HOUSE



We would usually have an operating session on the Western Valley and then settle down to a slide show of recent fantrip rambles or vacation trips or our latest adventures on the soon-to-be-abandoned North Shore Line. The highlight of any evening would be when Russ would drag out a vintage tray of Milwaukee Road or North Western steam and early diesels or some of his numerous wide-ranging railfan expeditions.

But it was Russ's association with magazines and publications that fascinated me. At age 20, I was beginning to realize that I'd better turn my railfan photography into something useful rather than just a bottomless pit into which I could pour time and money. I'd already had a few news photos published in *Trains* magazine, but I had no real idea of how to go about becoming an author or regular contribute to a publication.

One Tuesday evening, during a pause in the slide action, I asked Russ, "What does a magazine article look like when you send it in to the publisher?"

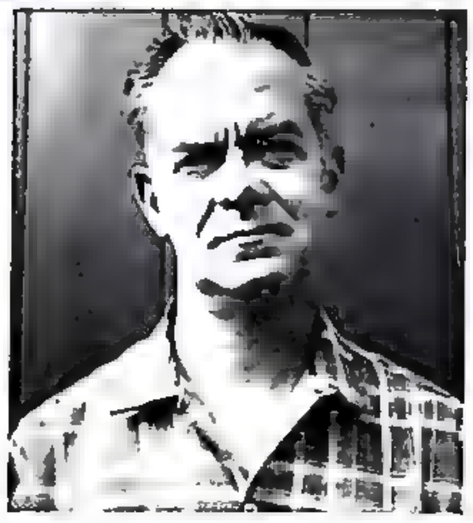
Russ pulled out a recent RMC feature that he'd written and dug out a file folder that contained a copy of the original manuscript and the selection of photos that he'd sent in. He showed me how to tape captions to the back of the photos (these were the black & white days), identifying and describing the subject and including his complete name and address on each piece. "Wow, I can do that!" was my reaction. We discussed ideas on what would make good magazine articles, and I took particular note of RMC's "photo roster" features of that era. They'd always irritated me because they showed only those "goofy Eastern railroads" like the O&W and L&NE and Rutland and L&HR.

"That's stuff Hal Carstens shoots himself, so that's what he features because it's all he's got. If you want to become an author, take Hal's format and use it on the Midwestern stuff we have around here."

I took his advice to heart. I used Russ's layout as a setting to try my new large-format 4×5 view camera photography skills and made my first submission to RMC with a couple of photos of my Illinois Central 4-8-2 (kitbashed from a Bowser Mountain). Hal used one of the photos on the cover of the December 1962 RMC. I'd made the cover on my very first try! I was hooked.

The rest, as they say, is history. I quickly put together a features on Al Frese's model railroad for the September 1963 issue and got my first roster feature on the Chicago & Illinois Midland in the November 1965 issue. By 1966 and 1967 I was hitting about six features a year and beginning to make my hobby at least pay a little bit in return. Getting out to take photos led me to get a job with EMD in 1968, and researching the Nickel Plate for a photo feature got me connected with Tony Koester, who became the Editor of RMC and eventually got me to work for Carstens in New Jersey. And I can blame it all on Russ Porter. The dour expression in this 1963 photo (**above**) is probably Russ pondering what he had done.

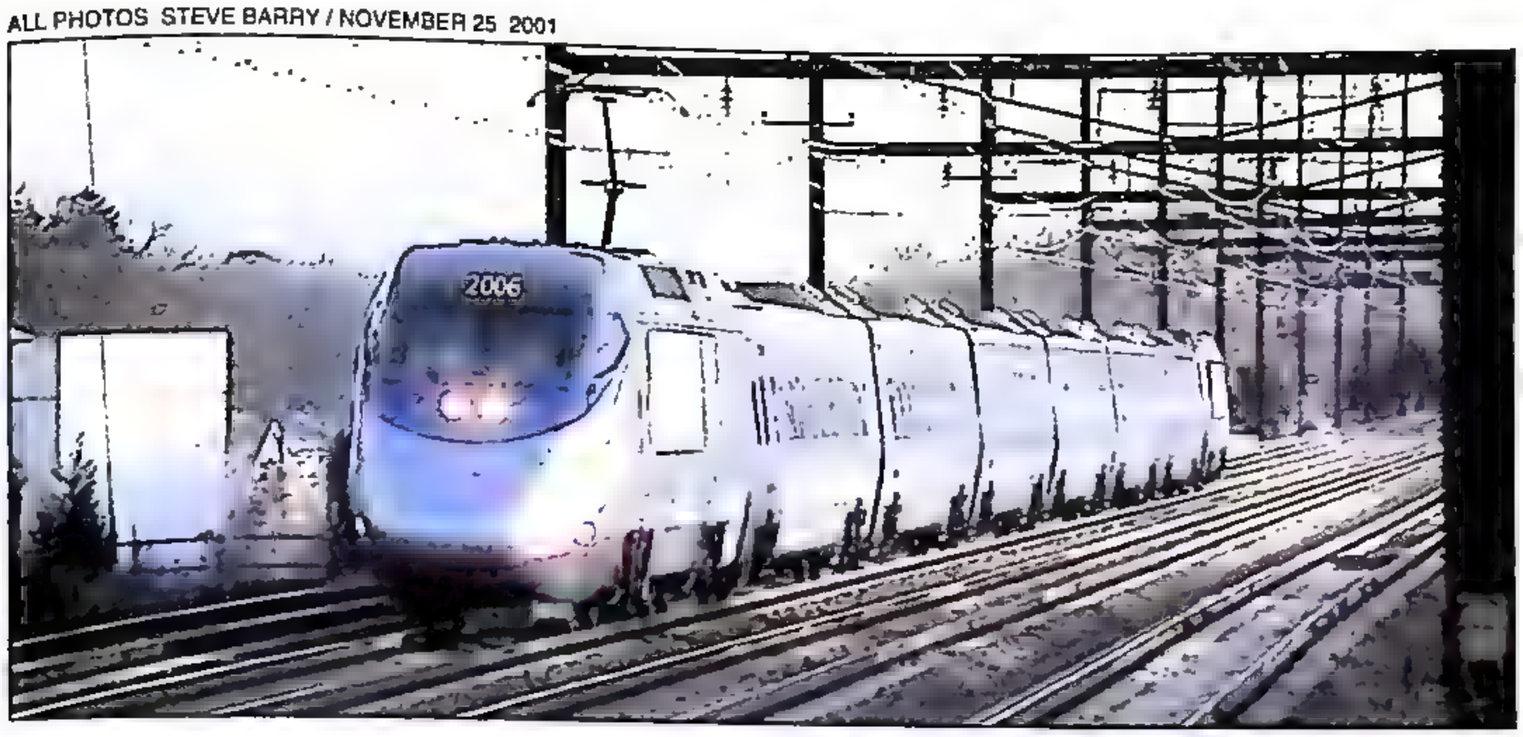
HAL CARSTENS



But it shows how the railfan community can work, and what a wide-ranging impact a single individual can have, even when he isn't trying to do something. Today we call it "networking." It's getting out there and meeting people and learning and doing things. Russ Porter showed me how to get into the publishing field, and I was able to make it a lifetime career.

Russ is widely known and respected as an artist and an author. Two of his recent color books, *C&NW-Milwaukee Road Pictorial* and *America's Rail Pictorial* by Heimberger House in 1994 and 1997, respectively, will give everyone the chance to share the imagery we enjoyed at the Monday Night Slide Group What Meets on Tuesdays.

ALL PHOTOS STEVE BARRY / NOVEMBER 25 2001



ACELA 2006, NEW BRUNSWICK, N.J., 8:32 a.m.

The Diverse Corridor

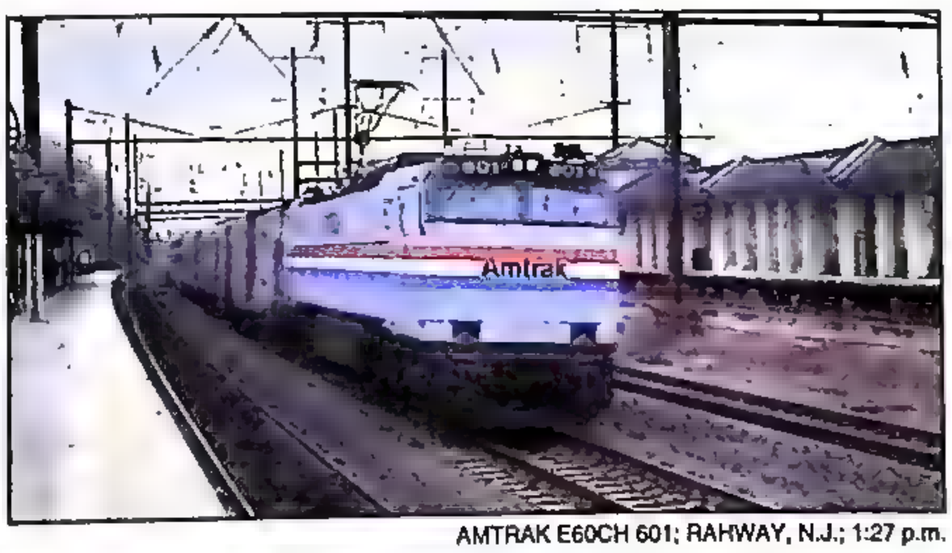
SO YOU PROBABLY THINK Amtrak's Northeast Corridor is dull. After all, it has look-alike locomotives pulling look-alike coaches. Well, let me tell you, brother, that the Corridor is anything *but* dull.

AMTRAK AEM7 906; METUCHEN, N.J.; 10:13 a.m.

For the last several years it has been sort of a tradition to get trackside on the Northeast Corridor on the Sunday after Thanksgiving. That particular day is the busiest for Amtrak, and the Corridor is the busiest piece of track on the Amtrak system. This year, with air traffic down, promised to be an especially good show on the Corridor as people flocked to the rails for short-haul trips between Boston and Washington.

Before we get into the details of Thanksgiving Sunday 2001, let me point out to you that right now the Northeast Corridor is about as diverse as it has ever been in terms of motive power. The oldest Amtrak power are the E60s, still soldiering on, mostly powering the large long-haul trains between New York and Philadelphia, where the trains change to diesel power for the run south. Also in the category of "old" are the AEM7s, with two decades of workhorse duty. The AEM7s currently come in three different paint schemes (traditional tri-stripe, Northeast Direct and Acela), making for nice variety even among these boxy motors. The new stuff is pretty cool, too. The sloped-at-both-ends HHP8s look fast and are beginning to supplement the AEM7s. But the flashiest horses in the stable are the Acela trainsets. I've already become a big fan of these modern trainsets, and I feel they are the most powerful looking machines to come down the Corridor since the GG1.

All the above can be seen on the Corridor between Rahway, New Jersey, and Trenton, along with New Jersey Transit's Jersey Arrow m.u. trainsets. North of Rahway you can add NJT ALP44 electric locomotives with trains off the North Jersey Coast Line. North of Newark to Harrison you can add diesel powered NJT trains (mostly F40s) from the Raritan Valley Line. Working south of Trenton you lose the Jersey Arrows but pick up SEPTA's Silverliner m.u.'s. Below Philadelphia you lose Amtrak E60s but pick up Genesis diesels. There is no commuter service between Newark, Delaware, and Perryville, Maryland, but below Perryville you have MARC commuter trainsets powered by AEM7s. It all adds up to quite a variety.



AMTRAK E60CH 601; RAHWAY, N.J.; 1:27 p.m.

That brings us to Thanksgiving Sunday of this year. Since traffic on the highways is a nightmare, I usually concentrate on a small section of Corridor to photograph. This year I decided on the section between New Brunswick and Elizabeth, New Jersey. After picking up my brother and father at the Metropark station, we headed for New

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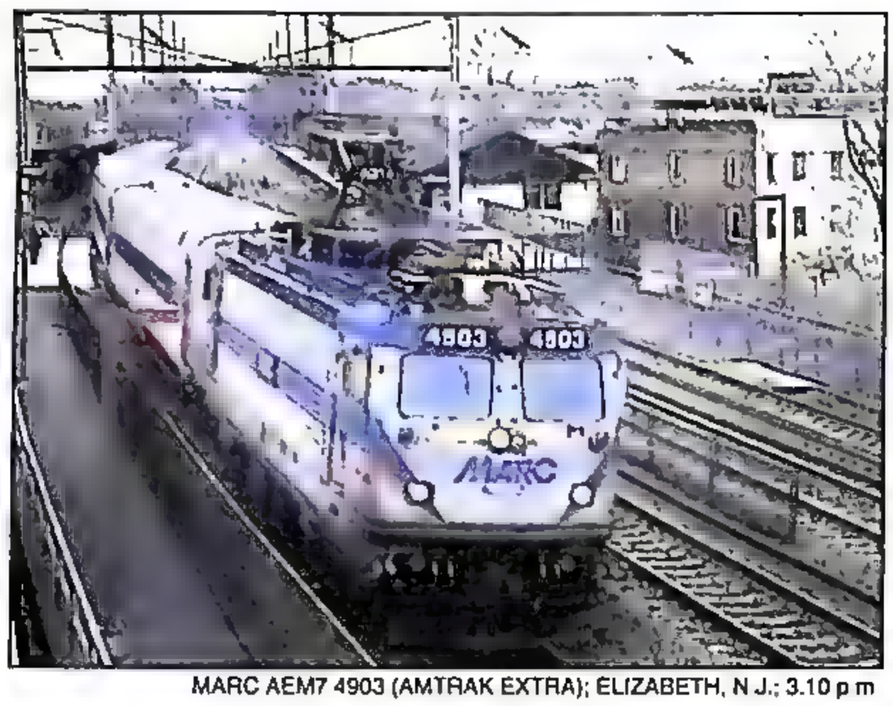

MARC AEM7 4903 (AMTRAK EXTRA); ELIZABETH, N.J.; 3.10 p.m.

Brunswick where we shot seven Amtrak trains (four AEM7s, two HHP8s and an Acela set) and three NJT m.u. sets between 7:35 and 9:09 a.m. From there it was on to Metuchen, where we shot 18 Amtrak trains (twelve AEM7s, two Acela sets, one HHP8, one E60, one leased NJT m.u. set and one leased MARC AEM7 and trainset) and ten NJT m.u.'s between 9:49 and 12:46.

It was on to Rahway for a quick stop, where we shot five Amtrak trains (three AEM7s and two E60s) and a Transit m.u. in 21 minutes. The final stop was in Elizabeth, where we shot seven Amtrak trains (two AEM7s, two Acela sets, one E60, one leased NJT m.u. set and the leased MARC set) and four NJT trains (two m.u. sets and two ALP44-powered trains) between 2:13 and 3:40 p.m. Dark skies and the threat of rain made us call it a day after 57 trains in just over eight hours (it's amazing how often the weather is bad on Thanksgiving Sunday). The Corridor dull? I don't think so. — *S.B.*

Along the Tracks 2001

As the end of 2001 approaches, it's time to reflect back on what has been an interesting (for lack of a better word) year. Each year in the May issue we have a special PHOTO LINE featuring images taken by our readers during the preceeding year. And now it's time again for us to make a call for photos for *Along the Tracks 2001.* We invite you to submit your favorite photos you took during the past year. The photos can depict a newsworthy event or just be a pretty picture. The only requirement is that it was taken during 2001 of a rail subject.

The guidelines for submitting are simple. Each photographer can submit up to ten slides or prints. We strongly encourage that slides are placed in slide looseleaf binder pages. Prints should be a minimum of 5×7 (a word of caution — we usually find machine prints from the local photo lab are unacceptable). The deadline for submissions is February 1, 2002. Clearly mark the outside of your envelope "Photo Line 2001" and send to Railfan & Railroad, P.O. Box 700, Newton, NJ 07860. A selection of about 30 photos will appear in the May 2002 issue. Thanks for taking part in what has become a favorite feature for our readers.

Steve

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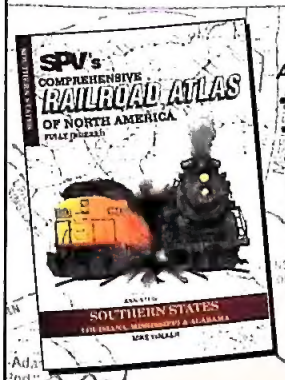

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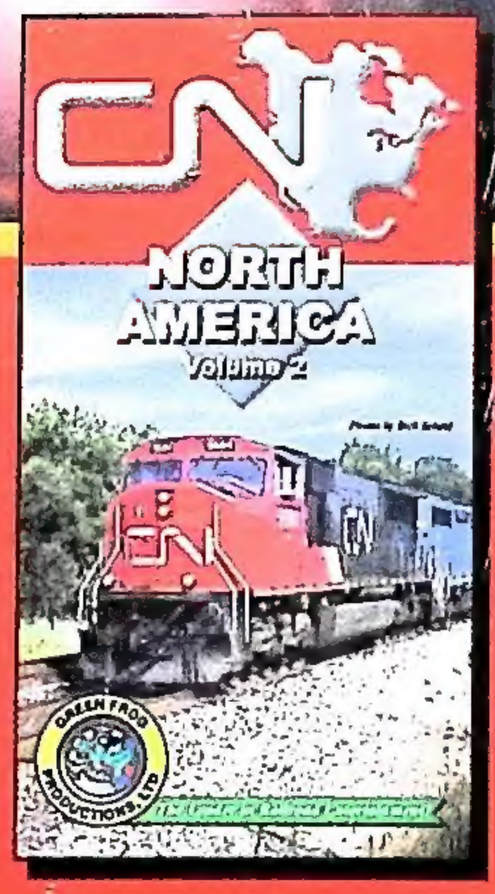

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